

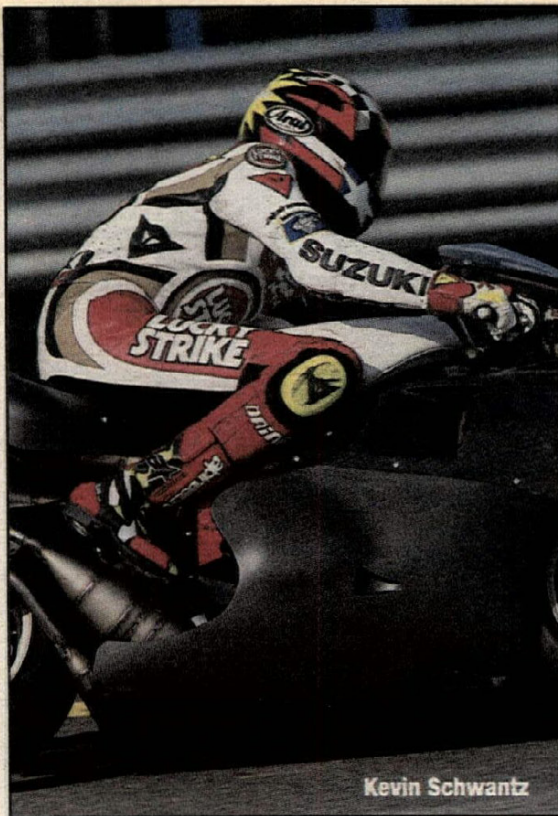
CYCLE NEWS®

America's weekly motorcycle newspaper

March 8, 1995: Number 9

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Kevin Schwantz

*Testing
1-2-3*

**The top
GP stars
test in
Jerez**



U.S. EXCLUSIVE

*Triumph's 1200cc
Trophy 4*

U.S. SUPERCROSS SERIES

**Streak-stopper LaRocco
takes Battle of Atlanta**



Mike LaRocco

IN THE WIND

Of the 240 riders who started, only four managed to finish the Gilles Lalay Classic Enduro in Limoges, France, on February 26. Last year's winner Frenchman Cyril Esquirol (Hon) again took top honors, finishing the rain-soaked, 248-mile course in seven hours and 32 minutes. Finishing second, just three minutes behind Esquirol was fellow countryman Laurent Charbonnel (Kaw), while three-time ISDE overall individual winner Stephane Peterhansel (Yam), also from France, finished third. Fourth went to Italian Andre Nicoli (Hus).

For the second time in as many weeks, Ty Davis (Kaw) recorded the overall win at the second round of the AMA National Championship Enduro Series in Wickenburg, Arizona, on February 26. When it was all over, Davis had a two-point cushion over runner-up Steve Hatch (Suz), the defending champ. Third went to National Hare & Hound Champion Danny Hamel (Kaw), while Kelby Pepper (Kaw) and Randy Hawkins (Suz) rounded out the top five.

Kyle Lewis (Yam) was the overall winner at the Mickey Thompson Stadium Off-Road 250cc Ultracross at San Diego's Jack Murphy Stadium, on February 25. Mike Healey (Yam), Shaun Perolio (Kaw), Jason McCormick (Hon) and Erick Hilton (Hon) rounded out the top five overall. In the Women's race, Amber Hughes (Suz) continued her hot streak with a win over Christy Shealy (Kaw) and Dee Wood (Kaw). Shelly Kann (Yam) and Tami Rice (Suz) completed the top five.

Michael Brandes (Kaw) took overall wins in two Pro classes during round four of the CMC/Velvetouch Golden State Nationals (Northern Series) at the Prairie City OHV area in Sacramento, California, on February 26. Brandes topped Rodney Smith (Suz) and Dean Matson (Kaw) in the 125cc Pro class. Rick Ryan (Yam) and Rusty Holland (Suz) finished second and third, respectively, to Brandes in the 250cc Pro class.

Jeff Matiasovich (Kaw) made a triumphant return to racing with a 250cc Pro class victory at the GFI Winter MX Series North/South Showdown final in Perris, California, on February 26. Doug Dubach (Yam) was second ahead of Cory Keeney. In the 125cc division, David Pingree (Kaw) was victorious over Dubach and Casey Johnson (Kaw). Willy Musgrave (Hon) led Terry Fowler (Hon) and Trevor Meagher (Hon) in the 500cc class.

Changes, changes, changes. Several positions have changed hands at the *Cycle News* offices in the past week. With *Personal Watercraft Illustrated* editor Dave Kelley resigning his post to pursue a free-lance career, *Cycle News* associate editor Chris Jonnum moves to the personal watercraft magazine as associate editor, joining Jeff Hain. *Cycle News* assistant editor Scott Rousseau has been bumped up to associate editor, and copy editor Mark Hoyer makes the jump to the newly created managing editor position. Associate editors Kit Palmer and Donn Maeda aren't going anywhere and neither is editor Paul Carruthers, who also serves as the senior editor of *Personal Watercraft Illustrated*. *Cycle News* is currently searching for a copy editor/proofreader and applicants should send resumes to the *Cycle News* offices - attention Paul Carruthers.

The producers of the U.S. Supercross Series, the Mickey Thompson Entertainment Group, SRO Motorsports, PACE/Supersports and Daytona International Speedway, have announced the creation of the largest contingency sponsorship program in the history of the sport. The program, which is supported by 25 companies, posts awards in excess of \$3.4 million for the 1995 supercross season. Sponsor awards for each of the 15 scheduled U.S. Supercross Series events is \$146,750 with an additional \$218,375 in championship bonuses. Like other contingency programs, the awards go to riders who not only use the product but also display the corpo-

Kretz, Phillips inducted

The San Diego (California) Automotive Museum inducted racing great Ed Kretz Sr., the winner of the first Daytona 200 in 1937, into the Motorcycle Hall of Fame at a banquet held on February 11. A posthumous honor was also awarded to the late Jimmy Phillips, who won five Pacific Coast TT Championships in the 1940s and 1950s. Artist Hector Cademartori has illustrated a poster to commemorate the event; the posters are available through Theresa Worsh at 619/753-0105 or 619/755-3424 for \$10 (unsigned) and \$50 (signed limited edition).



Ed Kretz Sr. and Barbara Phillips, Jimmy Phillips' widow.

rate identification of that company. The program is supported by all of the manufacturers in the series - Honda, Kawasaki, KTM, Suzuki and Yamaha, along with 20 additional aftermarket companies. For more information call PM Communications at 916/442-7985.

Two-time World Champion Doug Polen will race a Smokin' Joe's Honda CBR600F3 in the AMA 600cc Supersport event at Daytona International Speedway on March 11. Polen, who won the 600cc Supersport Championship in 1987 and 1988, will compete alongside Smokin' Joe's Miguel DuHamel and Mike Hale. While DuHamel and Hale's Hondas will be fitted with Dunlop tires, Polen's CBR600 will use Michelin rubber.

Road racer Jason Pridmore will not only miss the Daytona 200 because of his broken leg, but will likely be forced to sit out rounds two and three of the AMA Superbike National Championship at the Pomona Fairplex and Laguna Seca Raceway. Pridmore, who has already taken delivery of a Fast By Ferracci-prepped Ducati 955 and had also secured a Honda support ride for the 600cc Supersport class, broke the leg at a motocross event on January 8. "It's pretty bad," Pridmore said. "I did the tibia and the fibula up by the knee joint and the recovery period is longer than I expected. I couldn't believe it, there were no ambulances at the event. I never questioned it because I just figured there'd be ambulances there; I didn't end up getting medical attention for a long time. Right now I'm going through extensive physical therapy and I've got an external fixator device on the leg. I'm just working real hard to get back on my feet."

GFI Practice Day at Perris Raceway in Perris, California, will be moved to Wednesdays beginning March 1. Practice runs from 12:00 p.m. to 5:00 p.m. on a watered and prepped track with flaggers and an ambulance on site. GFI is also looking for Pee Wee riders who would like to take part in the 50cc Stock Beginner intermission shows scheduled for the MTEG Off-Road Stadium events in San Jose and Phoenix. For more information call 909/943-3302.

The Tony D. Motocross School will have Guy Cooper as a special guest at its session at Gatorback Park in Gainesville, Florida, on March 3 and at Swan MX Park in Tyler, Texas, on March 13. For more information call 410/635-6916.

Yoshimura Suzuki's Thomas Stevens unofficially broke the lap record at Willow Springs Raceway in Rosamond, California, last week. The Floridian lapped at one-minute, 23.6-seconds on his

Suzuki GSXR750 superbike on the recently repaved race track to lower the record of 1:23.9 set by Chuck Graves on February 19. "The track's really good," Stevens said. "We'd do 22s there if they had a National. It's like a freeway; there's so much black top out there I was getting dizzy." Stevens' teammate Fred Merkel lapped at 1:24.0.

Yamaha will offer demo rides on its street-legal motorcycles during Camel Motorcycle Week in Daytona Beach, Florida. The rides will be held from Tuesday, March 7 through Friday, March 10 at Yamaha's tent display just outside the Speedway along International Speedway Blvd. On Saturday, March 11, Yamaha's entries in the Daytona 200 - Jamie James, Tom Kipp, Colin Edwards II and Yasutomo Nagai will sign autographs at the display tent from 10:00 a.m. to 11:30 a.m. and again from 4:00 p.m. to 5:30 p.m. On Sunday, March 12, Yamaha's supercross team of Jeff Emig, Kevin Windham and John Dowd will be signing from 9:30 a.m. to 10:30 a.m.. Actress Crystal Bernard, the star of TV's *Wings*, will also sign autographs at the Yamaha tent at all of the aforementioned times. Yamaha will also sponsor a Poker Run with riders signing up at five different Yamaha check points to register to win a complete Yamaha home stereo system worth over \$2000.

Jack Mayer, Sr., 61, of Midland, Michigan, died on February 21. Mayer was the founder of the Polka Dots M/C and one of the original members of AMA/D-14. He is survived by his wife Beverly; two sons and a daughter-in-law, Jack Jr., and Cheryl Mayer and Dean Mayer; three grandchildren a sister-in-law and by many nieces and nephews.

Noleen Racing will be offering suspension service for both road racing and supercross events at Daytona during Camel Motorcycle Week. Noleen will have a full inventory of Ohlins suspension products, replacement parts as well as Noleen suspension parts at the Speedway from Monday, March 6 through Sunday, March 12.

Road Atlanta in Braselton, Georgia, will host nine day and night motocross events in 1995 with the recent completion of their 1.5-mile motocross track - which is located in the infield section on the inside of turn 12 and the front straight of the road course. Road Atlanta is also refurbishing the tower adjacent to the start/finish line and 45 outdoor lights have been erected to provide a substantial increase in illumination throughout the parking lot, paddock and infield areas. Future changes under consideration include a go-kart track and additional restroom and concession buildings.

Graham suffers serious head injuries

Former AMA Grand National Champion Ricky Graham (right) was admitted to the hospital after suffering serious head injuries in a motorcycle accident on Tuesday, February 21. According to Graham's sister Ruth Robinson, Graham and a friend, Mike Collig, had decided to take Graham's dog for a run near his home in Salinas when the incident occurred.

"On the way back, Ricky was coming down the road and went to slide his bike," Robinson said. "He (Graham) thinks that he either hit a rock or slipped on some gravel, and he high-sided. He landed on the right side of his head." Collig was ahead of Graham and did not see the crash. He returned to find Graham lying unconscious by the side of the road. By the time Collig had called 911 and returned to the scene, Graham had regained consciousness and had ridden back to the house. Graham was then taken to Monterey Community Hospital by his father and admitted to the intensive care unit where he was diagnosed with a cracked skull, swelling of the brain and memory loss. Graham remained in intensive care until Saturday, February 25 when it was determined that the swelling had subsided and he had regained partial memory. Doctors are cautiously optimistic about a complete recovery, though no timetable has been given.

"There is a chance that Ricky may never be 100 percent again," Robinson said. "He was planning to race again this year. He had such a terrible year last year. But at this point, the doctors don't ever want him to get on a motorcycle again."

Fans wishing to send cards and letters can mail them in care of Graham's father, William Graham, 11 Harrow Ct., Seaside, CA 93955. In addition, a trust fund has been up to aid Graham in his recovery. Donations can be sent to the Ricky Graham Recovery Fund, Bank of America account number 0400602567, at the address above.



Great Men and Great Machines is the name of a special parade that will take place on Tuesday, March 7, at Daytona International Speedway as part of AHRMA's Classic Days. Just prior to racing action at noon, some 20 celebrated motorcycles and riders will take two laps of the road race circuit. Riders scheduled to appear include David Aldana, Erich Bley, John Britten, Don Castro, Alan Cathcart, John Cronshaw, Yvon DuHamel, Don Emde, Walt Fulton, Dick Klamfoth, Dick Manri, Eddie Mulder, Jody Nicholas, Gary Nixon, Jim Redman, Roger Rieman, David Roper, Jay Springsteen, John Surtees and Don Vesco. The motorcycles which are likely to be ridden include Bley's 1939 Supercharged BMW, Britten's namesake V1000, a trio of MV Agustas piloted by DuHamel, Surtees and Roper, the Matchless G50 on which Mann became the 1963 AMA Grand National Champion, and the Erv Kanemoto Kawasaki 750 on which Nixon narrowly missed winning the 1977 World F-750 Championship.

Motorcycle photographer/journalist **Derryl W. Anderson**, passed away February 21. Anderson, 49, who was a regular contributor to *Cycle News* and a member of the Mt. St. Helens M.C., was lost to cancer. His son, Ryan, is a Pro/Expert motorcycle racer. Cards and letters can be sent to the D.W. Anderson Family, 4228 N.E. 74th, Portland, OR, 97218.

The Prospectors M.C. has added a new event, the **Gold Rush Enduro Team Challenge** to be run in conjunction with the 40th annual Gold Rush Enduro at Searles Station in Red Mountain, California, on March 19. The Challenge will consist of four-rider teams. Each team must have one A, one B and one C class rider, and the fourth team member can be from any of the three classes. The team with the best combined score will receive four ICO enduro clocks. For more information contact Doug Clagg at 310/676-4504.

Busy man dept.: Motorcycle artist **Lee Bivens** will be at the Daytona International Speedway Visitors' Center for two days (March 6-7) during Camel Motorcycle Week. Bivens will be working on a four-by-six-foot mural of Ed Kretz, the winner of the first Daytona 200 in 1937, and the evolution of the Daytona 200 from the sands of Daytona Beach to the Speedway's high banks.

Bivens, as we reported earlier, will also be working on a Smokin' Joe's Racing mural and a Team Honda SX mural at Daytona.

"We've gotten bikes late before, but this certainly sets the record," Erv Kanemoto told *Cycle News* contributor Dean Adams on Friday, February 24. The bikes Kanemoto is talking about are the 1995 Honda NSR500s for Grand Prix rider **Alex Barros**. "HRC called and said the bikes were built and put on the chassis dyno this morning. They will be shipped to Australia and we'll go from there." Kanemoto's team will be sponsored by a Brazilian soft drink company and the team will begin testing at Eastern Creek in Australia on March 4 before heading to Spain for more testing.

Roger Hull, 70, died of congestive heart failure on February 22 in Stillwater, Oklahoma. Hull, a Harley-Davidson public relations representative since 1984, co-founded Road Rider, a magazine dedicated to motorcycle touring in 1969 and he served as editor and publisher of the magazine until 1982. A memorial service is being arranged by the AMA for March 11 in Daytona Beach, Florida, during Motorcycle Week '95. The service is scheduled for 9:30 a.m. at the Harley-Davidson exhibit in the Ocean Center at 101 North Atlantic in Daytona Beach. Acknowledgments can be sent to Joan Hull Brown at 8520 South Jamestown, Tulsa, OK 74137.

After an absence of 15 years, **Triumph Motorcycles** returns to Motorcycle Week in **Daytona**. The Triumph headquarters can be found at the Daytona Beach Hilton on South Atlantic Ave; a tent will be located in the parking lot adjacent to the Hilton where a selection of Triumph merchandise will be on sale. Triumph will also have its complete lineup of new motorcycles on display and demonstration rides will be available from Monday, March 6 to Saturday, March 11 from 10:00 a.m. to 6:00 p.m.

BORN: Samantha Ayako Maeda, to *Cycle News* Associate Editor Donn Maeda and his wife Eileen, on February 25 in Pasadena, California.

MARRIED: Motorsports photographer Dan Mahony to Vickie Lynn Mahan in Springfield, Missouri, on Valentine's Day, February 14. Dan and Vickie will kick off their "honeymoon tour" of the

Kocinski signs for Daytona Supersport

Former 250cc World Champion John Kocinski (right) has inked a contract with Honda that will see him compete in the AMA 600cc Supersport race at Daytona International Speedway on Sunday, March 12, aboard an Erion Racing Honda CBR600 F3.



The race will mark Kocinski's return to AMA racing after five years of Grand Prix racing which was highlighted by him winning the 250cc World Championship in 1990. In 1994, Kocinski finished third in the 500cc World Championship aboard a factory Cagiva, but was left without a ride when the Italian marque pulled out of Grand Prix racing at the end of the '94 season. According to Kocinski, his deal is through HRC, who contacted American Honda and worked out the details that will see the Modesto, California, resident slotted into Kevin Erion's team alongside Larry Pegram and Michael Barnes. Unlike Pegram and Barnes, who use Bridgestone tires, Kocinski's F3 will be fitted with Michelin's DOT-approved rubber.

Kocinski's signing to ride the 600cc Supersport class, along with the recent news that Doug Polen (Smokin' Joe's Honda) and Scott Russell (Muzzy Kawasaki) will also compete in the production-based class, gives the support race to the Daytona 200 added prestige and the possibility of being the best race of the weekend.

"I'm happy to be riding for Honda," Kocinski said on Friday, February 24, a day after the deal became finalized. "It's an opportunity that I'm really excited about. They want to win and we're going down there (to Daytona) to win. Honda Japan talked to American Honda and it all came together. It was a neat opportunity, and working with Honda is something that I've always wanted to do. Right now I want to take this one day at a time; I just want to go down and win the race for them. It's been six or seven years since I've ridden this type of motorcycle; the bikes have changed a lot and so have the tires. It'll be interesting to see if I can get along with it as well as I did before. (Kocinski won the 600cc Supersport final at Daytona in 1989 after starting the race on the third row of the second wave).

"The 600cc market is very important for bike sales and it's obviously very important to the factories. I'm happy about the opportunity. I wouldn't say it's a one-race deal at this point. We're looking into the future and it would be nice to ride for Honda in the near future. I would like to get an opportunity to work with Honda and (Erv) Kanemoto."

Kocinski says he was offered Grand Prix rides for the 1995 season, but none of the offers were from the right teams and no one offered the right equipment. The Little Rock, Arkansas, native also didn't rule out the possibility that his future would lie somewhere other than in GP racing.

"I want to be wherever the good bikes and the good people are," Kocinski said. "I'm only interested in going GP racing if it's the way it should be. You beat yourself up pretty good over there with all the traveling and other stuff - and I'll do that if I'm in a situation where I can win. Let's just say that I'm not going to go into a boxing ring and keep my hands at my side."

"I'm just very happy right now to be with Honda. I'll do the racing, p.r., whatever I can do for them. I'm going down there next week to get some time on the bike (during the NASB race at the Speedway on March 3-5). Kevin Erion seems like a real nice guy and he's been 100-percent professional through this whole thing. I'm looking forward to meeting him and working with him. Michelin will also be supporting me with their best stuff and I have a very good relationship with them. I've made a lot of mistakes and I know there's a lot of stuff I have to work on. A lot of it has been me, but there have also been a lot of people trying to keep me from getting on the right equipment with the right people."

Since his last outing on the factory Cagiva at then end of '94, Kocinski has been working hard on a second career - tournament water skiing. "We're trying to get into the Novice ranks right now," Kocinski said. "In one sport (road racing), I was close to being one of the best; in water skiing, I'm starting at the bottom. It reminds me of all the steps I took to being a motorcycle racer. Right now I've got three ski sponsors and my goal is to do well enough in my first Novice tournament that they bump me up right away. I want to be a really good skier."

Fortunately for Erion, Kocinski sort of fell into his lap: "It all came from Japan," Erion said. "I'm just the recipient of good luck. Bridgestone (a major sponsor of Erion's team) didn't have a problem with him (Kocinski) using Michelins. They just said that what's good for Honda is good for us. Working with John has been really simple; it's an easy thing. Larry (Pegram) and Michael (Barnes) are jazzed about the whole thing and I think it'll be a lot of fun."

Cycle News Rider of the Month: Mike LaRocco

Mike LaRocco (right) would no doubt prefer to forget much of the month of February, but he nonetheless earns the honor of *Cycle News* Rider of the Month by virtue of one simple fact: He was the rider to stop the Jeremy McGrath supercross freight train, and he did it three days before the month was out.

Team Kawasaki's LaRocco - the 250cc National Motocross Champion - put a series of below-par rides behind him and came out on top of a racelong battle on the floor of the Georgia Dome, ending McGrath's undefeated streak at five (six counting the final round of '94). We've got nothing against McGrath, but it's nice to see someone else on the rostrum's top step.

Of course a single victory is not sufficient to appease LaRocco - only the stadium title could do that. But will it be enough to provide the confidence and inspiration for a midseason surge by the Hoosier? We'll see in Daytona.



AMA Grand National Dirt Tracks with the April 1 running of the Pomona Half Mile.

CORRECTION: We misinterpreted the press release from Thor Motorsports in our "In The Wind" section last week. Despite calling the series the Thor & Scott U.S. Supercross Series in their release, Thor and Scott USA are associate sponsors of the U.S. Supercross Series and not the title sponsor as we reported.

AUTOGRAPH SIGNING: At Honda of

Ocala in Ocala, Florida, on March 3 from 7:00 p.m. to 9:00 p.m. Team Honda's Scott Summers is scheduled to appear.

AUTOGRAPH SIGNING: At Kawasaki of Pasadena in Pasadena, Texas, on March 24 from 4:00 p.m. to 8:00 p.m. Team Kawasaki's Mike LaRocco, Mike Kiedrowski, Robbie Reynard and Ryan Hughes are scheduled to appear. For more information call 713/472-3694.

AUTOGRAPH SIGNING: At Honda of
Continued on page 55

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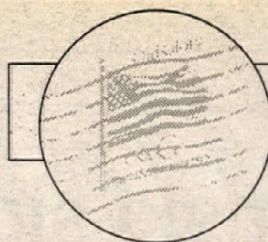
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VOICES

Letters to the editor

Gateway response

I read with great interest your comments regarding Gateway International Raceway in the February 15th "Teardown" column (Issue #6).

The Grand Prix Association of Long Beach, through its subsidiary Automotive Safety and Transportation Systems, Inc., purchased the Gateway assets in late 1994 and we are committed to bringing major league motorsports to St. Louis. While we would in no way attempt to portray Gateway as a world-class facility at this point in time, management has already begun the process of upgrading the premises with the goal of promoting a family-oriented atmosphere in 1995 to complement one of the most ambitious event schedules in the track's history.

Our ultimate goal is to construct both a national event-caliber championship drag strip and an oval track incorporating a road circuit on the 150-acre site. No, these improvements won't be accomplished overnight, but when they are completed the St. Louis metropolitan area - including Madison, Illinois, the site of the Gateway facility (not East St. Louis as portrayed in your column) - will have one of the finest motorsports complexes in the country.

And don't worry too much about your reality check. Those Clydesdales and brewery tours you had visions of are just a quick, five-minute drive from the circuit should you choose to visit.

Rick Lalor

Vice President, Communications and
Public Relations
Long Beach, CA

Gateway hypocrisy

Does Paul Carruthers ("Teardown," Issue #6, February 15) see his own hypocrisy in criticizing the AMA for apparently choosing race tracks, sight-unseen, and then ripping Gateway International Raceway with equally misinformed, secondhand information?

Yes, Gateway needs improvements and the track's new owner has promised St. Louis a totally new track in the near future. He should be thanked for spending money this year on short-term improvements that will probably be torn up in two years. I lost most of my feelings of inferiority about Gateway after watching the video of the ugly Pomona Fairplex - which makes Gateway look like the Augusta Country Club. If the AMA can return to Pomona, then St. Louis can also get an AMA Pro race. Yes parts of Gateway are built on a landfill, but in the three years that I've been a corner marshall there I have yet to acquire any deformities.

Please have your staff and Dale "Mr.

Race Etiquette" Quarterley buy a map. The track is not in East St. Louis. Sadly, it seems that many tracks are located miles from cities, with only drab motels and Taco Bells nearby. In St. Louis, race teams will only be five minutes from downtown St. Louis' great hotels and restaurants. Race teams could spend their evenings at the free St. Louis Blues Festival downtown. While enjoying music, Mr. Quarterley could study the WERA rule book - since they've placed him on vacation this year. Apparently, Gateway isn't the only thing Dale is unfamiliar with.

And so what if Pomona is near 10 million people. That didn't keep the U.S. GP from moving to the stable Midwest from declining California. So, Mr. Carruthers, this September, as you look at the nearby St. Louis arch and skyline, notice our new sold-out domed stadium - the new home of the former Los Angeles Rams. It's not just people who are leaving California. Enjoy your stay in the Midwest, you too may want to relocate here.

Paul Kjorlie
St. Louis, MO

Announcing

I agree with Larry Naston that it is nice to know that people are listening to the announcer at motorcycle races ("Voices," Issue #6, February 15). Those of us in the profession sometimes get the feeling that we are talking to ourselves. Often the noise level is such that we are certain that no one can understand us.

With this in mind, and with more than 30 years of professional motorcycle race announcing on my resume, I would like to clarify the role of the motorcycle race public address announcer, whose mission is twofold.

The presentation of a stadium-type race is done for the entertainment of the paying spectators. Therefore, the announcer's first responsibility is to the entertainment value of the show. When properly delivered, the sound of an announcer's voice can set and control the excitement on the track. If the race becomes boring, it is up to the announcer to elevate or even create excitement and entertainment. This is done with more volume, delivery rate and pitch rather than articulation.

The announcer's second responsibility is to inform the audience of certain critical facts that are otherwise not apparent. This is often very difficult because of the noise level. It is wise to note here that the announcer's statements should be considered official only when it is clearly stated that is in fact the case.

In regard to James Kimball's letter concerning the announcing at the Minneapolis Supercross ("Voices," Issue #6), I have known and worked with Lynn Nickerson for more than 20 years and I know him to be knowledgeable, highly skilled and an

enthusiastic professional. I am certain that any mistakes he might have made were generated by the circumstances and probably would have been made by any other announcer in the same situation at that event.

Jack Rhodes
Irving, TX

Road race blues

I came home from work today and pulled two items from my mailbox: a 1995 schedule of events from Road America and the latest Cycle News (Issue #7, February 22). I opened the Road America flier and found the U.S. GP event information - the best riders in the world, reasonable pricing and I wouldn't miss it for the world. Then I looked at the Superbike National weekend information - no AMA National? No factory teams? No cut in the admission fee from last year? I wouldn't waste my time driving down there. Our family had already crossed off this year's Brainerd weekend.

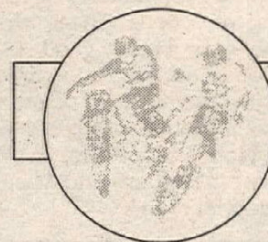
Next I open Cycle News to the "In The Wind" section and there's what I've been hoping to see. If things don't change again, we're going to Road America, Brainerd and the U.S. GP. All is great until I read the letter from Matt Drucker. Let me tell Mr. Drucker the facts the way I see them. You are the privateer, but I'm the fan. Racing at your level, and I do applaud your racing, is for most just a hobby - but National Championship racing is big business, a big business revolving around fans spending money.

I want to see factory teams and contingency sponsors. I'd rather spend a weekend full of money at the Brainerd National than a day's worth at Blackhawk Farms Raceway. Factories spend piles of money for teams, and high-profile riders are paid to use and wear sponsors' equipment because wins mean exposure and exposure means sales. Yes, I want to see those "nine or 10 factory" bikes dueling it out and I will buy what they use. I'm sorry to burst your bubble, but while the privateer may be the core of the racing community, the fan is the core of the sport.

As for the tires you mentioned, do you think those "stacks and stacks" of tires are worth more to a company than teams battling for a National title or Scott Russell winning the Daytona 200?

Paul Carruthers says it best in his "Teardown" column when he talks about matching or not matching riders to teams and sponsors. Ultimately, the consumer pays the bills. I think the three promoters switching back to the AMA have realized what fans like me have decided awhile ago - give me high-quality, exciting events like AMA Supercross and National road races and I'll spend my entertainment dollar. If not, I'll stay home and scuff in a new set of Sport-Maxes. Good luck, Scott Russell.

Pete Rajek
Merrill, WI



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ON THE FRONT COVER

This week Cycle News brings you coverage of the IRTA test, a first test of the Triumph Trophy 4, and complete coverage of the Atlanta Supercross. Schwartz photo by Gold & Goose. Triumph photo by Randy Phillips. LaRocco photo by Kinney Jones.

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MARCH 1995 SCHEDULE ON ESPN

Original Show Telecast

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EASTERN TIME

Sunday 3/5	2:30-3:00am	&	Monday 3/6	5:00-5:30pm
Sunday 3/12	2:30-3:00am	&	Monday 3/13	5:00-5:30pm
Sunday 3/19	2:30-3:00am	&	Monday 3/20	5:00-5:30pm
Sunday 3/26	2:30-3:00am	&	Monday 3/27	5:00-5:30pm

PACIFIC TIME

Saturday 3/4	11:30-12:00am	&	Monday 3/6	2:00-2:30pm
Saturday 3/11	11:30-12:00am	&	Monday 3/13	2:00-2:30pm
Saturday 3/18	11:30-12:00am	&	Monday 3/20	2:00-2:30pm
Saturday 3/25	11:30-12:00am	&	Monday 3/27	2:00-2:30pm

MARCH 1995 REPEAT SCHEDULE ON ESPN2

EASTERN TIME

PACIFIC TIME

Saturday 3/4	7:00-7:30am	Saturday 3/4	4:00-4:30am
Saturday 3/11	7:00-7:30am	Saturday 3/11	4:00-4:30am
Saturday 3/18	7:00-7:30am	Saturday 3/18	4:00-4:30am
Saturday 3/25	7:00-7:30am	Saturday 3/25	4:00-4:30am

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MARCH 1995 SCHEDULE ON ESPN2

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Repeat Telecast

EASTERN TIME

Saturday 3/4	2:00-2:30pm	&	Wed 3/8	2:30-3:00am
Sunday 3/19	5:30-6:00pm	&	Friday 3/24	2:00-2:30am

PACIFIC TIME

Saturday 3/4	11:00-11:30pm	&	Tues 3/7	11:30-12:00am
Sunday 3/19	2:30-3:00pm	&	Thurs 3/23	11:00-11:30pm



U.S. **Supercross** series



MARCH 1995 SCHEDULE ON ESPN

EASTERN TIME

PACIFIC TIME

Minnea., MN	Thu 3/2	1:00-2:00am	&	Wed 3/1	10:00-11:00pm
Anaheim, CA	Thu 3/9	1:00-2:00am	&	Wed 3/8	10:00-11:00pm
Seattle, WA	Fri 3/17	1:00-2:00am	&	Thu 3/16	10:00-11:00pm
San Diego, CA	Thu 3/30	1:00-2:00am	&	Wed 3/29	10:00-11:00pm

AMA Motocross Series

MARCH 1995 SCHEDULE ON ESPN

EASTERN TIME

PACIFIC TIME

Gainesville, FL Thu 3/23 12:30-1:30am & Wed 3/22 9:30-10:30pm



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SUPERCROSS
U.S. Supercross Series

Round 6: Georgia Dome

"You can't win 'em all!"

By Davey Coombs
Photos by Kinney Jones

ATLANTA, GA, FEB. 25

To veteran fans it all looked so familiar. On the floor of an Atlanta stadium a half-dozen men were engaged in a fierce battle for the lead of a 250cc supercross main event. After numerous lead changes, foiled breakaways and untimely mistakes, a Kawasaki rode to the front and captured a well-earned checkered flag. But this time, unlike 1990, the setting was the clean, well-lighted Georgia Dome, not cold and windy Fulton County Stadium. The players were named Emig, McGrath, Henry and so on, not Johnson, Cooper and Bradshaw. And the winner this time wasn't Kawasaki legend Jeff Ward; it was Mike LaRocco.

"At first I kept tripping over my front tire and I couldn't get it going," said LaRocco of his ride from outside the top 10 to his first victory of the season. "After I got into the race I found some good lines and started making things work for me and I gave it 100 percent to the end. I haven't been in a battle like that for quite awhile. I've been involved in some good battles this year, but unfortunately they weren't for the lead. It makes it a lot of fun and that's exactly the way that I want to race."

In winning this version of the "Battle Of Atlanta," LaRocco also put a stop to the record book run of series points leader Jeremy McGrath, the reigning two-time supercross series champion. McGrath had begun the '95 season with five straight main event wins, giving him a record-tying six straight including the '94 series finale in Las Vegas. A win in Atlanta would have given McGrath sole possession of the record he shares with supercross greats Rick Johnson and Bob Hannah. Also, McGrath had a chance to break away from another tie with Johnson involving the record of starting a series with five straight wins.

Instead, McGrath's dominance came to an end in Atlanta after "Showtime" failed to regain his rhythm after crash-landing with early leader Michael Craig on the second lap.

"You can't win 'em all," reasoned McGrath, as gracious in defeat as he has been in victory all year. "As much as I would've liked to win them all, you just can't. I fell down early and kind of lost my momentum. I got back up there pretty good but the crash was playing on me mentally. I'll just have to come back the next time and win. Tonight it just wasn't meant to be."

"You know, I could feel it this morning for some reason," McGrath added. "It was just an off day. It was a great race and I had a good time; I just didn't win."

"I was really tired of him winning everything, so I'm glad it was me who



beat him," said LaRocco. "I've got to make sure it keeps happening. As far as the title goes, right now it's more important for me to just keep getting good finishes. I definitely plan on giving it all I've got until the last race. Hopefully, I will have more races like tonight and catch up to McGrath."

The last man that LaRocco passed Saturday night - Kawasaki teammate Mike Kiedrowski - has a place in supercross lore as the guy who should have won the 1990 Battle Of Atlanta. Riding for Honda back then, Kiedrowski crashed into an infield fence with

Damon Bradshaw while trying to take the lead. On this night, Kiedrowski kept it on two wheels all the way to the finish but his teammate proved to be just a little faster.

"Man, I wish I would've got that one!" said runner-up Kiedrowski on the podium. "I was passing everyone on the inside lines all night and I stuck to them and LaRocco got me on the outside. The outside was a little bit faster and maybe I should've switched over."

"It was a war out there," said Yamaha's Jeff Emig after placing third in what was thus far the race of the year. "It

For the first time this year, Jeremy McGrath wasn't on the podium. Instead, it was winner Mike LaRocco (right), runner-up Mike Kiedrowski (left) and Jeff Emig (center) taking the spotlight at Atlanta's Georgia Dome.

reminded me of the race they had at Atlanta (at Fulton County Stadium) where Ricky, Wardy and Cooper went at it. The old-timer Kiedrowski was still up there, so I guess I should've beat him. We really had it going. Everyone was dicing and going back and forth, a

couple of leaders fell off, everyone was there at the end - a race like that is just plain fun. I'm sure that it's the best one the fans have seen. I'm just glad I was part of it and not just hearing about it."

The people who did see the main event - 44,600 of them sitting in the stands - went away with their money's worth, and not just on the merits of the 250cc class. Another winning streak ground to a halt in the 125cc supercross division as Team SplitFire/Pro Circuit Kawasaki's Mickael Pichon single-handedly stopped Suzuki's yearlong domination in the division. After starting mid-pack in the 15-lap main event, Pichon methodically cut through the pack to inherit the lead, using a spectacular triple jump as a time-saving device every time around.

"For me coming to the States was a dream and now I win this race," said Pichon, a California-based French rider, who lists New Iberia, Louisiana, as his hometown for the purpose of participating in the East Region of this series. "I hope to win the championship and some more races. I feel very happy that I know now that I can do both."

The race marked Pichon's second career U.S. Supercross win. He won a West Region round in San Diego, California, in 1993. The Frenchman now leads the 125cc East Region points standings with a total of 67 points. Kevin Windham is second with 62, followed by Tim Ferry with 60.

In the 250cc class, the Atlanta win marked LaRocco's seventh career 250cc main event win and pushed him from third to second in the point standings. Ironically, McGrath's lead in the standings grew from 21 points on the upstart Larry Ward to 23 over LaRocco. Ward slipped back to third with 119 points, followed by Kiedrowski (107) and Emig (96).

Dirt Wurx designed the track that filled the same floor that hosted the 1994 Super Bowl, and where several sports in the 1996 Summer Olympics will take place. The red clay track rutted deeply but provided numerous lines to pass. A unique four-jump spread at the finish line was the focus of much of the action as riders flew down the straight in staggered formation. Lap times measured just less than 60 seconds per lap.

250cc

In the first heat race, Team Noleen/Sizzler/Yamaha's Ward followed local hero Ezra Lusk for two laps before moving into the lead and pulling away. Lusk stalled his factory Suzuki in a corner after the finish line and allowed several riders to pass, including LaRocco. The Kawasaki rider set his sights on Ward but the privateer never gave in to the pressure - even after LaRocco briefly passed him - and scored a well-earned win ahead of LaRocco, Team Honda/1-800-Collect's Doug Henry and Honda Of Troy's Brian Swink.

"Mike's a real strong rider but so am I," said Ward in the winner's circle. "The track is good and there's a lot of places to go out there, so I'm just going to try to do this again in the main event."

Kawasaki-mounted privateer Phil Lawrence holeshot the second race, but Honda's Lamson and Yamaha's John Dowd each slipped past him in the early going. McGrath went into third a short time later, followed by Kiedrowski. At that point, Lawrence touched Kiedrowski's back and went down, forcing him into the semi round. McGrath soon moved by Lamson and then started in on Dowd.

"The track is really technical and he



got a good start," said McGrath of Dowd's early but short-lived breakaway. "I didn't jump the triple the first few laps because it was rutted. After that I just made my move. I try to use all of the track and find the best lines that I can. A lot of guys have trouble doing that and that's where I might have an advantage over them. You can't pass someone if you're following right behind him."

McGrath quickly pulled away and appeared headed to a trouble-free win until the white flag came out. At that point McGrath double-doubled through the four finish line jumps as New York-based veteran privateer Kurt McMillen chose to double the middle two jumps and move to the inside of the next right-handed corner. McGrath clipped the Suzuki's front wheel as he landed to the inside and McMillen went down.

"He turned left underneath and I clipped him, but it wasn't my fault," said McGrath of the incident. "I jumped the jump just as he turned left. I didn't hardly feel it but I knew it happened because he ran out on the track without his bike!" McMillen was without his bike, trying not to fall, as McGrath recovered and exited the corner.

Even with the near-disaster, McGrath chalked up an easy, nac-nac-free win on the rutted track while his Team Honda/1-800-Collect teammate Steve Lamson rolled into second shortly after McGrath himself passed Dowd. Kiedrowski also passed the New Englander after the midway mark for third, but Dowd held on to the fourth and final transfer spot. Failing to transfer directly from this heat were three-time World Motocross Champion Greg Albertyn and former 125cc National champ Emig.

In the first semi Lusk took the holeshot and pretty much rode off with a very popular win. Suzuki teammate Damon Huffman was not so fortunate. He cased the long triple on the side of the track opposite the finish line and his left hand appeared to come off the handlebars. He rolled the gas on as he hit the next jump out of control and launched his Suzuki into several spectacular cartwheels. He stayed on the ground for several laps before walking off the track unassisted. Then he called it a night.

"I just stalled in a corner and it threw my timing off," said Lusk of his heat race troubles. "I started dropping back and then me and Craig got together and I fell, but you know, that's just racing. It was really my fault. I just regrouped and went back out there and won this semi."

Craig followed him across the finish line with Team SplitFire/Pro Circuit's Ryan Hughes third. Denny Stephenson, just coming off injured reserve, was fourth with Honda Of Troy's Todd DeHoop fifth.

Emig grabbed the second semi holeshot ahead of Albertyn and effectively rode away with the victory. Albertyn ended up second with privateers Lawrence, Cliff Palmer and Buddy Antunez claiming the rest of the transfer spots in that order.

"My timing seems really good tonight and that's what it's going to take if I'm ever going to win one of these main events," reasoned Emig following his win.

In the Last Chance Qualifier, KTM teammates Jeff Dement and Tony Amadio finished first and second to make the main event. The two were assured the positions after Ohio-based privateer Josh Steel's ride was affected by an out-of-control motorcycle that shot across the track and took him out on another part of the track as he rode among the leaders.

At the start of the 250cc main event Craig surged into the lead ahead of Henry, Emig, Ward and McGrath, but by the end of the first lap McGrath was up to third. Moments later McGrath made his first real mistake of the 1995 season when he tried to land inside of Craig on the same corner where he landed alongside the lapper in his heat race.

"Craig was just stopped in the corner, but it was my fault," admitted McGrath of the collision that left him on the ground and knocked Craig's exhaust pipe out of the cylinder. "It was just one of those things - I wasn't thinking."

"He doubled in and doubled out, which you just don't do when you're in that much traffic," said Craig of the incident. "The hit tore my pipe out and almost pulled my subframe off. My night was over from there." Craig made a pit stop and managed to get in a few good laps at speed. McGrath was all the way back in ninth, but started to quickly make up time. In his effort to regroup he actually passed LaRocco, who was still sorting himself and the track out in traffic.

For the next few laps Henry rode out front with Ward a very close second and Emig third. As for McGrath, he was back up to fourth by the fifth lap with Kiedrowski moving up behind him.

"It seemed like those guys were going to get away at first," admitted Kiedrowski, who completed the first lap in 11th place, two spots deeper in the pack than LaRocco. "The start was bottlenecked so much that we're just fight-

McGrath (1) and LaRocco (2) battled for positions near the front of the pack while passing lapper Jeff Dement (77).

ing to get through traffic. Those other guys were pretty far out front, but with all the ruts and stuff there were places to go around guys. All of a sudden everyone was right there in front of us."

The leaders stayed close until the 10th lap, when all hell seemed to break loose. Ward was trying to get a drive through the whoops before the far triple but instead he caught a rut wrong and bounced out into the banners.

"I guess I was just trying a little bit too hard," admitted Ward, who had his own streak of five straight podium finishes snapped in Atlanta. "I made a ton of mistakes, which you can't do and still expect to win out there. I goofed up because I tried too hard for the lead and it almost cost me the race. If sixth is the worst I do all year I will be real happy."

Henry still had control at this point, but before the lap was complete he was displaced as the leader by Emig. That meant that the first- and second-place riders at this point were two guys who had never won a 250cc main event before. Then McGrath did a similar job on his teammate.

"I thought that tonight was maybe going to be the night, but then I just lost my rhythm," said Henry, who started to slip back once he lost the lead. "I was getting a little tired and I just couldn't keep the pace. I got it together after a few laps but those other guys were already on their way."

Emig held the lead for two laps but McGrath, appearing completely recovered from his early fall, was quickly on him. At that point the pass of the night took place as the Honda pilot tried to go outside the Yamaha through the long whoops. Just as he pulled up alongside Emig both were suddenly passed on the inside line by Kiedrowski, who had seemingly come out of nowhere to pass Henry and then the unknowing leaders. Emig and McGrath rode aggressively with Kiedrowski for two more laps until LaRocco roared past everyone in a matter of a lap and a half.

"I didn't know for sure that Mike was coming up with me because I was just riding my own race," said Kiedrowski. "I was staying inside all night but I should have moved to the outside when I heard him out there. It was obviously a little faster but I guess you learn as you go."

"I was just riding wide open and holding on," explained LaRocco of his surprise outside pass on Kiedrowski for



SUPERCROSS

U.S. Supercross Series

Round 6: Georgia Dome



(Above) Here, McGrath (1) passes leader Emig (6), but, at the same time, Kiedrowski passed them both in one swoop.

(Left) Mickael Pichon, of the SplitFire/Pro Circuit/Kawasaki team, came from behind to win the 125cc main.



best that I've ridden all year. I've made a few changes with my racing and some changes in my life and I feel like I can win - I need to win. I think it's going to work out yet."

"This brings me back to reality for sure," said McGrath during a brief visit to the podium after settling for fourth. "I won five races in a row and now I just need to start another streak. What else can I do?" As far as ending his winning streak, McGrath said that it wasn't that big a deal to him. "Last year I only got four in a row, now I've got five. Maybe next year it will be six, but I don't really worry about things like that. Everyone hypes it up so much and it gets beat into your brain. Now it's time for the outdoors. No pressure - I'm ready. I believe in myself."

Henry ended up fifth with Ward a little way back in sixth. Then came Albertyn, who quietly pulled off his best U.S. Supercross finish ever.

"That's much, much better!" said a delighted Albertyn after the race. "At least I stayed on two wheels tonight, although I did stall it once. I was working really hard and not seeing a result, so I was starting to get a little bit frustrated. Now I'm seeing those results and I'm happier. My goal tonight was to stay on two wheels, ride smoothly and not make any mistakes. It was a good seventh because I passed Lamson and Swink, so I'm happy with that. Now I'm going to work hard this week before Gainesville and Daytona and go for two wins. That's what I'm here for!"

Rounding out the top 10 behind Albertyn were Hughes, Lamson and Swink. Yamaha's Dowd finished 11th after slamming into a downed Lusk early in the race. Lusk ended up pulling out of the race after the second lap.

125cc

The first 125cc heat race featured Windham's short, successful battle with

Suzuki-mounted Greg Rand. The second heat would have been the race of the night if not for the spectacular 250cc main event that ended the evening. Here 19-year-old Pichon and Honda Of Troy's Mike Brown got together (at Brown's invitation) for a dogfight. As Brown tried to pass Pichon for the lead at the end of the third lap he tried a take-out move just before the finish line. Pichon held on for one more turn before Brown hustled past. Pichon retook the lead with a clean move but Brown got him back, this time looking over at Pichon as he brake-checked him into another hairpin turn (a la' the Jeff Matiasovich/Larry Ward battle in Seattle in 1990). Pichon finally gave it back to Brown half a lap later, throttling into Brown's front wheel with an inside pass. From there the Frenchman pulled away from the game but tiring Brown.

"I think he is very stupid," said Pichon of Brown, referring bluntly to their heat race skirmish. "He tried a lot of times to touch me but I still won, so no problem." Brown gave up the fight, but still finished second at the end with Honda Of Troy teammate James Dobb third.

Pichon did have problems once the 125cc main started. He made the first couple of turns just inside the top 10, while Windham, Yezek, Brown and Ferry made up the first four positions. Pichon started to rise through the field as soon as the pack made it to the triple jump. It was here that Pichon rose above the field as the only 125cc rider to make the jump every lap. Once he caught up to Ferry, both riders went past Yezek. Two laps later both went past Brown and started cutting into Windham's lead of approximately six seconds.

Pichon soon opened his own gap on Ferry as he moved in on the leader. On the 10th lap Pichon did the double-double at the finish line to pass Windham. He then pulled out a lead of about five seconds on his way to the checkered flag. Windham tried in vain to hold off the charging Ferry, but finally settled for third behind the 19-year-old Suzuki factory pilot.

"I was not ready for the first race of the year (Orlando) and didn't ride so good, but now I am very happy and I feel very good for the championship," said Pichon, who now holds a five-point lead on Windham in the East Region point standings after entering the race in a tie for the lead. "I know now that even with a bad start I can win; it is possible at every race. I felt very good on this track and I knew it was possible to catch back up with Tim Ferry and Kevin Windham. It was very technical because of the ruts, even a little hard."

"There were a lot of guys out there and it seemed like everyone was going everywhere," said Ferry of the seemingly endless traffic that covered the stadium floor. "I think those ruts actually make for better racing. Some guys got squirrely and it slowed me down a little bit and I made some mistakes of my own. I wish I could've gotten first, but second is the best I could do."

"We've been off for a good while on this side and I just wasn't up for the challenge," said a disappointed Windham, who, unlike Pichon, Ferry and the Honda Of Troy riders, has not been moonlighting in the West Region 250cc rounds. "My arms pumped up a little bit less than halfway through; my wind was all right but my arms went away and I couldn't feel the bars and it felt like I was getting some headshake. My hat is off to Pichon and Ferry for coming from behind to catch me. I feel real bad for letting the guys at Yamaha down -

the lead and the win. "Mike went to the inside of the corner and I was doubling-doubling on the outside, which was a little faster. I gassed it around the outside of the corner and took advantage of where I was on the track."

Once into the lead, LaRocco quickly pulled away, offering an anticlimactic end to what many in the pits were soon calling "the best race in years."

"I was pretty sloppy at the beginning of the race but towards the end I got it going," said LaRocco. "I found some good lines, caught back up to everyone and found some good places to pass." As for the frustration of six races to win his first SX of the year, LaRocco said it has been hard to handle. "I expected to win much earlier than tonight but I've had a lot of problems this year. We've been monkeying around a lot with dif-

ferent stuff and I feel like I can still turn things around. I've had some stupid problems and all, but this win is actually earlier than the first one I got last year."

"Jeremy has spent the last couple of years running away from everyone but maybe now we're starting to catch back up," reasoned Kiedrowski after the two-time champion failed to get away from the pack. "I'm working on things a little bit, trying some different and stuff and starting to get back up there."

"It was rough racing, but it wasn't the kind of racing where you start drilling people," said Emig of the surprisingly clean main event. "We all rode real hard and we all gave it our best. We were rubbing elbows and just pushing people out of the way. One guy would get by and then you'd pass him back and another guy. I think that this is the

they've been working real hard to get me into the winner's circle."

Putting in a spectacular late charge for fourth after starting nearly dead last was Honda Of Troy's James Dobb, who passed teammate Mike Brown on the last lap for fifth. The top true privateer was F & S Cycle/Race Tech/Feroce-backed Yezek, who finished sixth ahead of Jim's Motorcycle Sales' backed Jim Neese.

CN

Georgia Dome Atlanta, Georgia Results: February 25, 1995

125 HEAT 1 (6 laps, top 9 transfer): 1. Mikael Pichon (Kaw); 2. Mike Brown (Hon); 3. James Dobb (Hon); 4. Jim Chester (Suz); 5. Terry Parsons (Hon); 6. Nathan Ramsey (Suz); 7. Jean-Sebastian Roy (Hon); 8. Barry Carsten (Suz); 9. James Eickel (Hon); 10. Steve Herman (Suz); 11. Paul Currie (Kaw); 12. Hank Moree (Hon); 13. Robbie Skaggs (Kaw); 14. Ryan Duff (Kaw); 15. Joel Dengler (Suz); 16. Michael Peat (Hon); 17. Shane Slother (Yam); 18. Jim Povolny (Kaw); 19. Keith Troccoli (Suz); 20. Chadwick Shepard (Suz).
Time: 6 min., 03.71 sec.

125 HEAT 2 (6 laps, top 9 transfer): 1. Kevin Windham (Yam); 2. Greg Rand (Suz); 3. Jeff Curry (Suz); 4. Davey Yezek (Suz); 5. Tim Ferry (Suz); 6. Adam Bechdel (Hon); 7. Doug Dehaan (Suz); 8. Mike Treadwell (Suz); 9. Ty Wallace (Suz); 10. Matt Maximoff (Yam); 11. Paul Currie (Kaw); 12. Chris Brown (Yam); 13. Tony Lorusso (Suz); 14. Matt Shue (Suz); 15. David Kratz (Kaw); 16. Travis Kobush (Hon); 17. Mark Culton



(Above) Emig (6) and Mike Craig (19) fight for the holeshot in the 250cc main. McGrath and Craig later crashed into each other, resulting in Craig dropping out.

(Left) Adam Bechdel (315), from Atwater, Ohio, leads Kevin Windham (43) and Mike Brown (26) at the start of the 125cc main.



(Kaw); 18. Chris Bense (Yam); 19. Chad Kresge (Hon); 20. Dwayne Bone (Hon).
Time: 5 min., 51.89 sec.

125 LCQ (4 laps, top 4 transfer): 1. Jim Neese (Hon); 2. Shane Slother (Yam); 3. Chris Brown (Yam); 4. Joel Dengler (Suz); 5. Matt Maximoff (Yam); 6. Paul Currie (Kaw); 7. Matt Shue (Suz); 8. Steve Herman (Suz); 9. Michael Peat (Hon); 10. Tony Lorusso (Suz); 11. Robbie Skaggs (Kaw); 12. Jim Povolny (Kaw); 13. Ryan Duff (Kaw); 14. Mark Culton (Kaw); 15. Keith Troccoli (Suz); 16. David Kratz (Kaw); 17. Hank Moree (Hon); 18. Chad Kresge (Hon); 19. Chris Bense (Yam); 20. Chadwick Shepard (Suz); 21. Travis Kobush (Hon); 22. Dwayne Bone (Hon).
Time: 4 min., 07.28 sec.

125 MAIN (15 laps): 1. Mikael Pichon (Yam); 2. Tim Ferry (Suz); 3. Kevin Windham (Yam); 4. James Dobb (Hon); 5. Mike Brown (Hon); 6. Davey Yezek (Suz); 7. Jim Neese (Hon); 8. Barry Carsten (Suz); 9. James Eickel (Hon); 10. Doug Dehaan (Suz); 11. Jean-Sebastian Roy (Hon); 12. Jim Chester (Suz); 13. Joel Dengler (Suz); 14. Nathan Ramsey (Suz); 15. Ty Wallace (Suz); 16. Mike Treadwell (Suz); 17. Chris Brown (Yam); 18. Jeff Curry (Suz); 19. Shane Slother (Yam); 20. Adam Bechdel (Hon); 21. Terry Parsons (Hon); 22. Greg Rand (Suz).
Time: 15 min., 04.68 sec.

125 EAST REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 3 of 10 rounds): 1. Mikael Pichon (67/1 win); 2. Kevin Windham (62); 3. Tim Ferry (60/1 win); 4. James Dobb (44); 5. Mike Brown (44); 6. Davey Yezek (40); 7. Jim Neese (33); 8. Barry Carsten (26); 9. Nathan Ramsey (25); 10. Ty Wallace (18); 11. Doug Dehaan (15); 12. James Eickel (14); 13. Jeff Curry (12); 14. Mike Treadwell (11); 15. Jean-Sebastian Roy (10).

250 HEAT 1 (8 laps, top 4 transfer): 1. Larry Ward (Yam); 2. Mike LaRocco (Kaw); 3. Doug Henry (Hon); 4. Brian Swink (Hon); 5. Mike Craig (Hon); 6. Ryan Hughes (Kaw); 7. Damon Huffman (Suz); 8. Josh Steel (Hon); 9. Jeff Dement (KTM); 10. Todd DeHoop (Hon); 11. Anthony Amaradio (KTM); 12. Davey Castillo (Kaw); 13. Dag Boyesen (Yam); 14. Denny Stephenson (Suz); 15. Travis Blackburn (Kaw); 16. Gene Naumec (Yam); 17. Terry Parsons (Hon); 18. Mike Treadwell (Suz); 19. Doug Stone (Kaw); 20. Ezra Lusk (Suz).
Time: 7 min., 34.52 sec.

250 HEAT 2 (8 laps, top 4 transfer): 1. Jeremy McGrath (Hon); 2. Steve Lamson (Hon); 3. Mike Kiedrowski (Kaw); 4. John Dowd (Yam); 5. Greg Albertyn (Suz); 6. Jeff Emig (Yam); 7. Buddy Antunez (Hon); 8. Cliff Palmer (Suz); 9. Carl Vaillancourt (Hon); 10. Jeff Hedden (Hon); 11. Justin Blake (Kaw); 12. Kurt McMillen (Suz); 13. Chris Bense (Yam); 14. Billy Schlag (Kaw); 15. Mike Morris (Kaw); 16. Ross Johnston (Hon); 17. Travis Kobush (Hon); 18. Chad Coon (Hon); 19. Kevin Crine (KTM); 20. Phil Lawrence (Kaw).
Time: 7 min., 42.33 sec.

250 SEMI 1 (6 laps, top 5 transfer): 1. Ezra Lusk (Suz); 2. Mike Craig (Hon); 3. Ryan Hughes (Kaw); 4. Denny Stephenson (Suz); 5. Todd DeHoop (Hon); 6. Dag Boyesen (Yam); 7. Anthony Amaradio (KTM); 8. Travis Blackburn (Kaw); 9. Doug Stone (Kaw); 10. Mike Treadwell (Suz); 11. Davey Castillo (Kaw); 12. Damon Huffman (Suz); 13. Jeff Dement (KTM); 14. Josh Steel (Hon); 15. Gene Naumec (Yam); 16. Terry Parsons (Hon).
Time: 5 min., 43.97 sec.

250 SEMI 2 (6 laps, top 5 transfer): 1. Jeff Emig (Yam); 2. Greg Albertyn (Suz); 3. Phil Lawrence (Kaw); 4. Cliff Palmer (Suz); 5. Buddy Antunez (Hon); 6. Carl Vaillancourt (Hon); 7. Jeff Hedden (Hon); 8. Kurt McMillen (Suz); 9. Kevin Crine (KTM); 10. Travis Kobush (Hon); 11. Justin Blake (Kaw); 12. Billy Schlag (Kaw); 13. Chris Bense (Yam); 14. Chad Coon (Hon); 15. Ross Johnston (Hon); 16. Mike Morris (Kaw).
Time: 5 min., 44.36 sec.

250 LCQ (6 laps, top 2 transfer): 1. Jeff Dement (KTM); 2. Anthony Amaradio (KTM); 3. Dag Boyesen (Yam); 4. Kevin Crine (KTM); 5. Carl Vaillancourt (Suz); 6. Josh Steel (Hon); 7. Jeff Hedden (Hon); 8. Mike Treadwell (Suz); 9. Kurt McMillen (Suz); 10. Doug Stone (Kaw); 11. Travis Blackburn (Kaw); 12. Davey Castillo (Kaw); 13. Justin Blake (Kaw); 14. Travis Kobush (Hon); 15. Gene Naumec (Yam); 16. Billy Schlag (Kaw); 17. Mike Morris (Kaw); 18. Ross Johnston (Hon); 19. Chad Coon (Hon); 20. Chris Bense (Yam); 21. Terry Parsons (Hon); 22. Damon Huffman (Suz).
Time: 5 min., 51.74 sec.

250 MAIN (20 laps): 1. Mike LaRocco (Kaw); 2. Mike Kiedrowski (Kaw); 3. Jeff Emig (Yam); 4. Jeremy McGrath (Hon); 5. Doug Henry (Hon); 6. Larry Ward (Yam); 7. Greg Albertyn (Suz); 8. Ryan Hughes (Kaw); 9. Steve Lamson (Hon); 10. Brian Swink (Hon); 11. John Dowd (Yam); 12. Phil Lawrence (Kaw); 13. Todd DeHoop (Hon); 14. Anthony Amaradio (KTM); 15. Denny Stephenson (Suz); 16. Buddy Antunez (Hon); 17. Mike Craig (Hon); 18. Jeff Dement (KTM); 19. Cliff Palmer (Suz); 20. Ezra Lusk (Suz).
Time: 19 min., 31.94 sec.

U.S. SUPERCROSS SERIES POINT STANDINGS (After 6 of 15 rounds): 1. Jeremy McGrath (143/5 wins); 2. Mike LaRocco (120/1 win); 3. Larry Ward (119); 4. Mike Kiedrowski (107); 5. Jeff Emig (96); 6. Doug Henry (81); 7. Brian Swink (72); 8. John Dowd (67); 9. Steve Lamson (61); 10. Mike Craig (45); 11. Phil Lawrence (44); 12. Ezra Lusk (37); 13. Greg Albertyn (34); 14. Buddy Antunez (34); 15. Todd DeHoop (33); 16. Ryan Hughes (28); 17. Kyle Lewis (25); 18. Mikael Pichon (21); 19. James Dobb (20); 20. Jeff Dement (15).

Upcoming Rounds:

Round 7 - Daytona Beach, Florida, March 11
Round 8 - Indianapolis, Indiana, March 18

Briefly...

A little bit of bar-banging took place in the Saturday afternoon 250cc practice session involving Yamaha's **Jeff Emig** and Honda Of Troy's **Mike Craig**. The two former Yamaha teammates spent most of a lap riding aggressively together until they finally collided in a hairpin corner. Emig went down, but quickly got to his feet in order to give Craig a piece of his mind. Two track workers kept them apart. "He just came outside and nailed me," said Emig. "I just went outside and we hit," said Craig. Enough said. An AMA official pulled Craig aside for a brief talking-to but nothing further came from the incident.

Cliff Palmer showed up in Atlanta with new Suzuki equipment. The former KTM factory pilot from Oklahoma City, Oklahoma, started the series using Honda motorcycles with support from Oklahoma Honda-Suzuki. "We needed some new motorcycles for the rest of the series and it was easier for the dealer to get a couple of Suzukis," said **John Palmer**, Cliff's father and mechanic. "Cliff says he likes the Suzuki better so we'll see how it goes from here."

For this weekend's opening ceremony **Jeremy McGrath** followed the rest of the riders out onto the track as a passenger in the belly of a "Universal Studios Land Shark" mobile. The series points leader then took a couple of laps around the track with a mini MotoWorld camera attached to his helmet. Fans watched on the big screens as McGrath gave them his view of his patented nac-nac jump. They also got to see his view several times during both his heat race and the main event. According to MotoWorld's Scott McLemore, the helmet camera weighs just over 9 ounces.

Yamaha teammates **Jeff Emig** and **Kevin Windham** have an ongoing wager based on which of the two will win a supercross main event first. Whoever pulls into the winner's circle first gets to shave the other's head. "I guarantee you that if Windham wins (the 125cc class) I will be going into the first turn wide open, taking people out and going to the front!" joked Emig. As announcer Larry Maiers put it, "If Windham wins, you can bet Emig is going to have a hairy ride." Both riders made it to the podium with third-place finishes in Atlanta and both still have full heads of hair.

Speaking of bets, **Mitch Payton** of Pro Circuit reports this personal wager with snow-

board star and part-time 125cc supercrosser **Sean Palmer**: "If he qualifies for a 125cc main event, the next race I will supply him a motorcycle, mechanic, travel, entries, everything," says Payton, who is the manager of Team SplitFire/Pro Circuit/Kawasaki. "He wants to be in the truck once in his lifetime but he's going to have to earn it." Palmer plans on entering the last three 125cc West Region events.

Give the rookie **Kevin Windham** some credit for keeping a cool head, shaved or not. When the 125cc riders were allowed to make a quick parade lap around the track prior to the start of the main event, the 16-year-old blasted down the start stretch only to realize that his back brakes were not yet pumped up after a pre-race tire change. Windham slammed into the outside hay bales, but was somehow able to avoid what would have been an embarrassing parade-lap crash. Upon recovering he pumped the back brake up, completed the lap and returned to the starting line. Moments later he nailed the main event holeshot and led everyone for 10 laps.

After his main event win **Mike LaRocco** was presented with an additional trophy and a check for \$2500 for winning the **Mayor's Cup Challenge**. The Mayor's Cup is a special award that is shared by Atlanta and "sister city" Fukuoka, Japan. The rider with the two best scores from the November '94 Fukuoka SX and the '95 Atlanta race gets the award. Representatives from the Asian city were on hand to present LaRocco, the winner of both races, with his award, which was a lavish gold cup adorned with Japanese artwork. A vice champion check for \$1500 went to **Jeremy McGrath** for his 2-4 score, while **Mike Kiedrowski** was handed \$1000 for his 5-2 tally.

A total of 143 riders entered the Atlanta event, marking the sixth round as the biggest of the year as far as rider turnout goes. Eighty-seven 125 riders attempted to make the 40-man event program while 56 riders entered the 250cc division.

Tennessee motocyclist **Matt Sloan** was on hand at Atlanta as guest of honor. Sloan is going through a tough battle with leukemia, but he has the support of numerous top racers and industry personnel. With American Honda's **Ben Cheatewood** acting as tour guide, Matt made the rounds to chat with all the top riders before taking to the streets of Atlanta in a borrowed Acura NSX sports car. Later on, track-side announcer **Larry Maiers** introduced Sloan to the crowd as the "honorary starter."

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TEST

1995 Triumph Trophy 4

A triumphant return



By Kit Palmer

Photos by Randy Phillips

"Is that a Triumph?" I heard the words but couldn't see where they were coming from after having just rolled up to a stop in my driveway.

"That doesn't look like a Triumph."

I looked around and saw my neighbor peering at me through the bushes that separate my driveway from his front porch. Now this struck me as kind of odd because, while I've spoken to him often, he has never before expressed much interest in any of the motorcycles he has seen me ride nearly every day. One time he did mention that he used to ride motorcycles a long time ago, but that was about it. Since we've been neighbors, I've ridden home from work on a wide variety of street machines and not once had he struck up a conversation over any one them, until, that is, I rode up on the new Triumph Trophy 4. This bike caught his attention.

"I used to have a Triumph," he said. "But that doesn't look like any Triumph I've seen before. I thought they quit making them."

I explained to my 40-year-old-plus neighbor that Triumph resumed production five years ago and this is the first year since then that Triumph motorcycles have been imported to the U.S.

"Looks like one of those Japanese bikes," he said seemingly disappointed.

I had to agree.

He went on and on about his old Triumph - how it leaked oil, had electrical problems and vibrated like blender full of rocks, but he loved the thing anyway. I didn't mind listening to him as he told me all about Triumph motorcycles. In fact, it was fun just seeing him get all excited about the Trophy 4, but I could only take so much. Long after I had retired to my couch, my neighbor was still outside staring the Triumph down like it was an alien from outer space.

In all honesty, I wasn't nearly as enthusiastic about getting a chance to ride the Trophy 4 as this guy was just looking at it, but that was perhaps because I had never ridden a Triumph motorcycle before, except for one of our ad salesman's '67 Trackmaster Triumph, so basically I had no sentimental attachment to the Triumph name. After all, the British company closed its doors in the early '80s not long after I had gotten my driver's license.

Still, I knew that the Trophy 4 (as well as the other 10 models) was like no other Triumph seen before in the U.S.

First of all, this bike isn't powered by a parallel-twin, four-stroke motor like so many Triumphs of the past. Instead, the Trophy 4 is propelled by a big, 1180cc,

This is the first year since the early '80s that Triumph motorcycles have been imported into the U.S.; one of these is the 1200cc Triumph Trophy 4, a bike long on looks and performance.

liquid-cooled, dohc, in-line four-cylinder motor, which Triumph claims develops 108 horsepower at 9500 rpm. As compared to the 1052cc Kawasaki ZX-11, a motorcycle very comparable to the Trophy 4, the Triumph's powerplant uses a significantly longer stroke; both motors feature a 76mm bore, but the Triumph's stroke is 7mm longer at 65mm. Triumph claims that the Trophy 4 produces 77 ft.-lbs. of torque, and they also claim that the bike produces more horsepower and torque before 6000 rpm than any bike in its class. After riding the bike, we do not doubt them.

The massive cylinders are fed by four 36mm flat-slide CV mixers, and the burnt gases are expelled through a four-into-two exhaust system. Horsepower is transmitted to the rear wheel via a six-speed transmission and a wet multi-disc clutch, and the final drive is handled by a beefy Regina chain.

The Trophy 4 is fitted with 17-inch, three-spoke alloy wheels, and our test bike came mounted with Dunlop D202



radial tires. A big, powerful and heavy motorcycle such as the Trophy 4 deserves efficient brakes, which explains the burly, dual 12.4-inch, four-piston-caliper, floating disc brakes up front, and the single 10.2-inch, two-piston disc brake in the back.

Triumph opted to fit the Trophy 4 with a 43mm conventional fork in the front suspension department. Each fork leg is equipped with dual-rate springs but have no external compression or rebound damping adjustments. The single rear shock, however, does feature rebound damping and spring preload adjustments.

The claimed dry weight of the Trophy 4 is a robust 510.4 pounds.

When you first swing a leg over the Trophy 4, you immediately notice the large amount of space between you and the handlebars. The reach is quite long which gives the Triumph an overall stretched-out feeling. Although this wasn't really detrimental to the bike's

(Right) Comfort is one of the Trophy 4's strongest features, as it offers a fairly relaxed riding position.

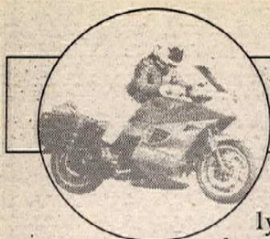
overall comfort, we wouldn't mind seeing the bars positioned perhaps about an inch or so closer to the rider's body. Otherwise, the Trophy 4 is reasonably comfortable, much of which has to do with its nearly straight-up-and-down riding position, spacious layout and plush seat.

Starting the Triumph is a breeze. With full choke applied and no throttle, the Triumph snaps to life as soon as you touch the electric starter button, and it warms up very quickly, too. In about as long as it takes you to hit the switch, flip down your face shield, adjust the mirrors and drop the transmission into gear, the Trophy 4's big 1180cc engine is all ready to go. By the time you reach the end of the driveway the choke can

(Above) The Trophy 4 isn't exactly cheap. At \$11,995, it is the most expensive bike in the Triumph line. (Left) For a big, sport touring machine, the Trophy 4 handles quite well and feels lighter than its 510-pound claimed dry weight figure might suggest.

be turned off. Your next thought might be realizing how much less time it took you to get to that first stop sign. And without even *trying*. Quite simply, this bike hauls. Very Kawasaki ZX-11-ish. It's the kind of motorcycle that makes you live for freeway on-ramps, as it can accelerate to 60 mph in the blink of an eye. While it's safe to say that this motorcycle could easily give the 160-mph-plus ZX-11 a run for its money, it's not so much the top speed of the Triumph that's so exhilarating as it is just the getting there, even if only halfway there. This motorcycle accelerates hard and has gobs of torque. Rolling on the throttle is a pure rush, as the Trophy 4





TEST

1995 Triumph Trophy 4

pulls extremely hard off the bottom and continues to do so as you wring out the somewhat buzzy four-cylinder motor. It's fun to short-shift the Triumph and take advantage of its astounding torque, which really comes in handy on the freeways. The engine turns a mellow 4000 rpm while motoring along at 60 mph, but instant power is only a twist of the right wrist away. It doesn't matter how many revs the engine is turning, or what gear you're in, the Triumph responds instantly whenever the throttle is turned, making lane changes a breeze.

However, there's a small price to pay when you open up the throttle, as your speed increases, so does the quantity of vibration that can be felt through the handlebars and seat. It's the high-frequency kind of buzzing that tingles the rider's fingers, but not to the point where it's a major problem. The funny thing was that, on the bike we tested, the right handlebar seemed to vibrate more than the left.

The six-speed transmission has no problem transferring the Triumph's awesome power from one gear to the other. Each shift was smooth and precise with no clunking or strange noises to be heard. The bike could be upshifted just fine without the benefit of the clutch, but downshifting with the clutch is still a must.

The Trophy 4 handles and corners a lot better than one might think from a big, 510-pound sport touring bike. It takes little input from the rider to initi-

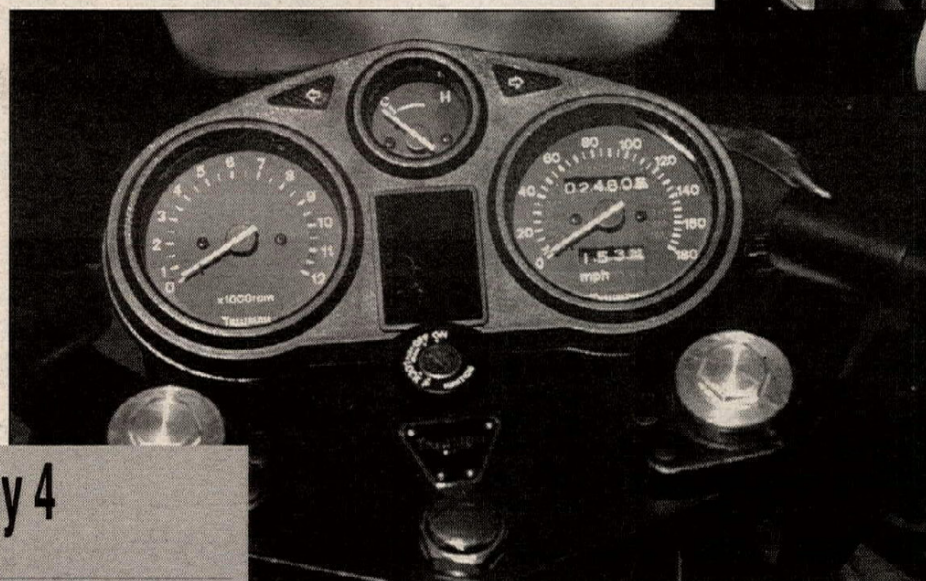
ate the turns, as the Triumph seems to want to "fall" into the corners and then stay right where it is supposed to. The bike carves through the switchbacks with relative ease, though it is by no means a GSX-R750 in terms of "flickability." But then again it wasn't designed strictly for the track, which makes this bike certainly more rideable for everyday use than a racer-replica. At speed while leaned over, the Triumph wallows around just a little bit over rough ground, which really is not unheard of for a big sport touring motorcycle. Nonetheless, the Trophy 4 can be ridden as hard as most people's talent will let them, including ours.

For everyday riding and commuting, the Triumph is marvelous. Its heavy weight makes the bike feel stable and as solid as a rock. The ride is made smooth thanks to the Triumph's firm yet pliable suspension. This makes the bike quite tolerable for long commutes, but for aggressive back-road riding, both ends

(Right) A non-inverted fork is used up front. It works well but is a little soft for aggressive riding.

The dual front disc brakes are super strong and offer outstanding feel.

(Below) The instrument panel is straightforward and easy to read after getting used to the reverse positioning of the tach and speedo.



(Below) The Triumph Trophy 4 is a solid all-around package, but it's the motor that really makes this bike shine. Not only is it just plain fast, but the awesome motor has enough torque and bottom end to uproot an oak tree.

could use some stiffening up. The small and simple windscreen achieves its main objective of safeguarding the rider from windblast and does so with very few side effects, such as buffeting or turbulence. If desired, there's just enough room to crouch down and tuck in nicely behind the windscreen.

We must admit that a Triumph representative lied to us when we picked up the Trophy 4. He said that the front brake was powerful enough to be operated with just two fingers. Wrong, one finger is plenty. There certainly isn't a lack of stopping power here, at either end. The brakes are well up to the task

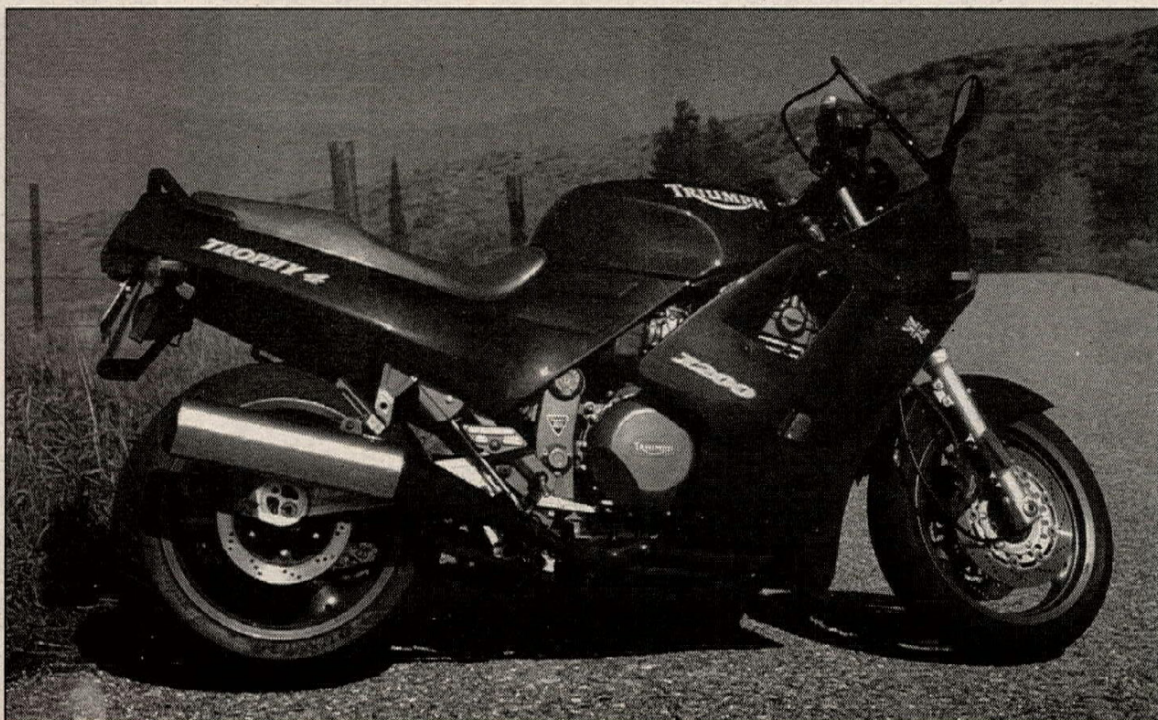
of slowing down the powerful and heavy Trophy 4, but the grippy, dual front brakes do most of the work with little exertion by the rider.

We really had no major complaints with the Trophy 4, but when it comes to nitpicking, well, we had a few gripes. The first involves the fairing, more specifically, where it comes down, close to the rider's legs. Not only do you invariably bang your shins on the them, which slightly hinders moving around on the bike, but they stick outward significantly, making it possible to trap your leg between the fairing lowers and the side of the bike, which could ultimately lead to an embarrassing tip-over at intersections. We know from experience. While we never actually dropped the Triumph over completely, we did have a couple of scares. You have to get in the habit of sticking your leg straight out to the side - away from the bike - first before planting your foot on the ground. If you even slightly slide your leg forward first, you can get yourself into trouble. Plus, the fairing dumps a

1995 Triumph 1200 Trophy 4

Specifications

Importer	Triumph Motorcycles America Limited 403 Dividend Dr., Peachtree City, GA
ENGINE	
Type	Liquid-cooled, dohc, in-line four-cylinder
Capacity	1180cc
Bore x stroke	76 x 65mm
Compression ratio	10.6:1
Carburetion	36mm flat-slide CV (4)
Lubrication	Wet sump
Ignition	Inductive transistorized
TRANSMISSION	
Primary drive	Gear
Gearbox	6-speed
Clutch	Wet multi-plate
Final drive	Chain
Chain type	Regina 136 ORP
CHASSIS	
Frame	Large dia. high-tensile-steel spine, stressed engine
Rake/trail	27°/4.13 in.
Wheels	
front	Alloy, three-spoke, 17 x 3.5 in.
rear	Alloy, three-spoke, 17 x 5.5 in.
Tires	
front	120/70 ZR17
rear	170/60 ZR17
Suspension	
front	43mm forks w/ dual-rate springs
rear	Mono shock w/ adj. preload and rebound damping
Brakes	
front	Dual 310mm floating discs, 4-piston calipers
rear	255mm disc, 2-piston caliper
DIMENSIONS	
Seat height	31.2 in.
Wheelbase	59.6 in.
O/A length	86.1 in.
O/A height	50.8 in.
Ground clearance	5.52 in.
Claimed dry weight	510.4 lbs.
Fuel capacity	6.5 gal.
Max. payload	398.2 lbs.
Service intervals	6000 mi.
Warranty	24 month, unlimited
Colors	British Racing Green, Nightshade Purple
MSRP	\$11,995



massive amount of engine heat right onto the rider's shins. Now this can either be good or bad, depending how you look at things, or where you live. Since we tested the bike during the winter months, we thought the Triumph's "built in" heater was advantageous. Obviously, in the months to come, we can foresee that summer rides on the Trophy 4 will get a little toastier.

We regularly cursed the mirrors. They're mounted fairly low on the fairing and don't protrude far enough outward, making it extremely difficult to see what's going on directly behind you, thanks to the rider's shoulders and arms being in the way. The side view isn't bad for lane changing, but you really need to be a gymnast in order to bend and twist your arms out of the mirror's reflection. Basically, if lane splitting is legal in your state, and there's someone up ahead holding you up, give him a break, he's probably on the Trophy 4 and can't see you.

It takes a little getting used to having the speedometer positioned on the right and the tach on the left side of the instrumentation panel. Mainly because it's difficult to adjust the trip meter while riding, since the control knob sticks out to the right. In this configuration, you have to pull in the clutch, coast and twist the knob with your throttle hand, or reach across with your left hand, which is kind of awkward. The speedometer also seems to read about 5 mph too fast.

The Trophy 4 has some nice conveniences, too, such as a digital clock that is mounted in the fairing, just ahead of the rider's right knee. The huge 6.5-gallon gas tank translates into many miles between fill-ups - well over 200 miles - and the fuel petcock is easy to reach while perched on the bike. There is no fuel gauge, though, just a warning light. Plus, the filler opening is rather large for simple refueling.

Other niceties include four-way adjustable handlebar levers, and a rear shock damping adjustment knob that is easily accessible. And the British Racing Green paint on our test bike looks beautiful, as does the traditional Triumph logo on the tank.

And what about reliability and quality of craftsmanship? Both of these areas passed with flying colors. As far as craftsmanship, the attention to detail seems first-rate. Reliability? Well, nothing broke, vibrated loose or escaped (as in oil) while the bike was in our possession. Then again, we only had the bike three weeks, but the Trophy 4 gave us no reason to believe that it will be a maintenance headache in the long run.

Everyone here who rode the bike enjoyed it immensely, though one tester said he was a little disappointed in the Trophy 4's not-so-sporty layout, saying he was hoping for a more aggressive riding position. He's now eyeing the Daytona 1200. But we all agreed that the Trophy 4's torquey motor is nothing less than awesome. It pulls hard through the gears and is downright fast, yet is very controllable. Overall, the Triumph Trophy 4 does feel a little Japanese-ish, which might bother some hard-core and longtime Triumph enthusiasts - like my neighbor - but there are just enough small differences here and there that certainly makes you well aware that you're riding something different and unique.

And exceptionally good.

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation.



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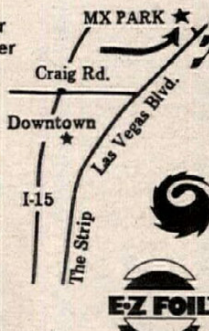
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America's Weekly Motorcycle Newspaper

March 8, 1995



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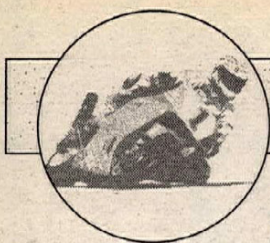
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PREVIEW

1995 AHRMA Daytona

By Robert Fawcett

The Camel Motorcycle Week race schedule at Daytona International Speedway takes on a new look in 1995, with the AHRMA race program expanded to two full days on Monday and Tuesday, March 6-7, and its crowd-pleasing cocktail of vintage and modern racing utilizing the same full 3.56-mile road course as the Daytona 200 and other support events, for the first time.

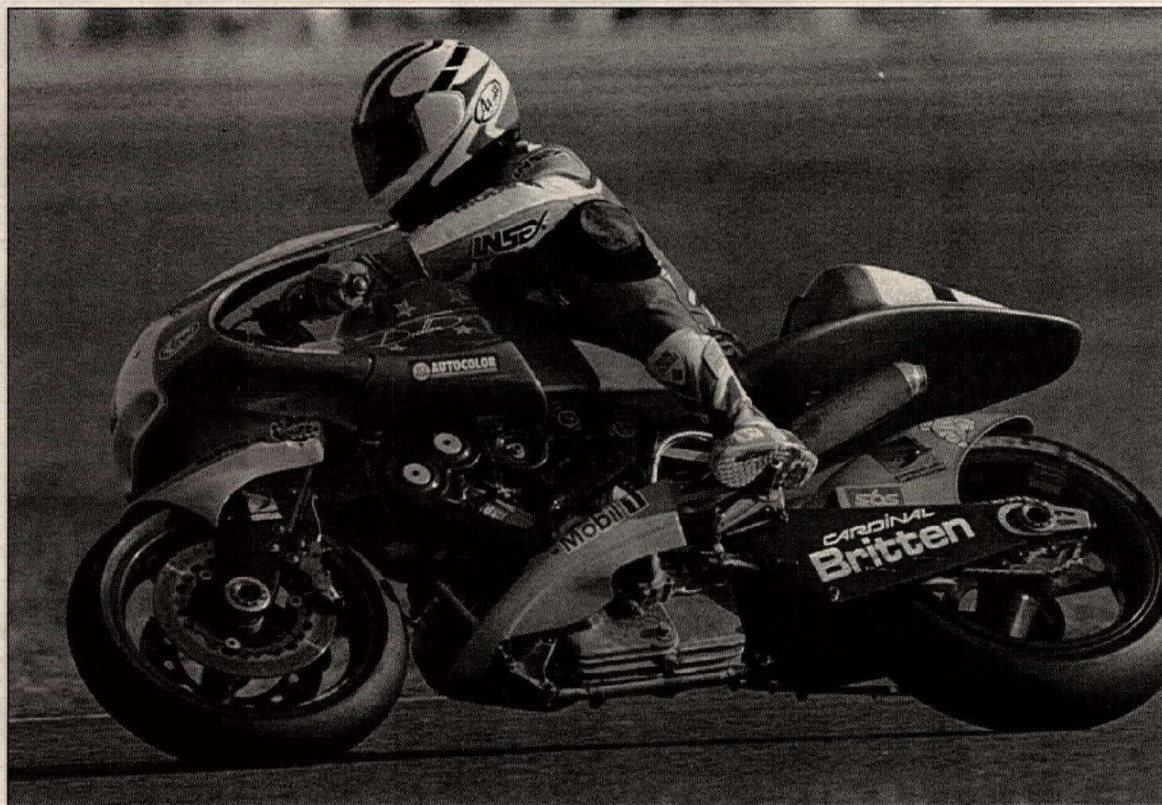
The headline event in the BMW-sponsored AHRMA program will be run on March 7 - the first round of the newly announced BEARS World Series, a six-round championship run at major tracks in Europe like Monza and Assen, for AHRMA's newly adopted category which caters to British, European and American/Australasian Racers. First dreamt up in New Zealand some 10 years ago, BEARS racing has grown fast in popularity around the world in recent years as a catch-all category rewarding innovative engineering, in which hardly any two bikes resemble each other. Only four-stroke and rotary engines are permitted, with a maximum of three cylinder or rotors, no supercharging or turbocharging, no four-valve desmo cylinder heads, and no Japanese-built engines or chassis of commercial manufacture. Otherwise, anything else goes.

The Daytona BEARS 50-miler therefore sees a fascinating confrontation between the NZ-built Brittens that the class was responsible for nurturing, and in a revival of a classic rivalry of yesteryear - Harley-Davidson and Triumph machines, backed up by big-bore Moto Guzzis and two-valve Ducati desmos.

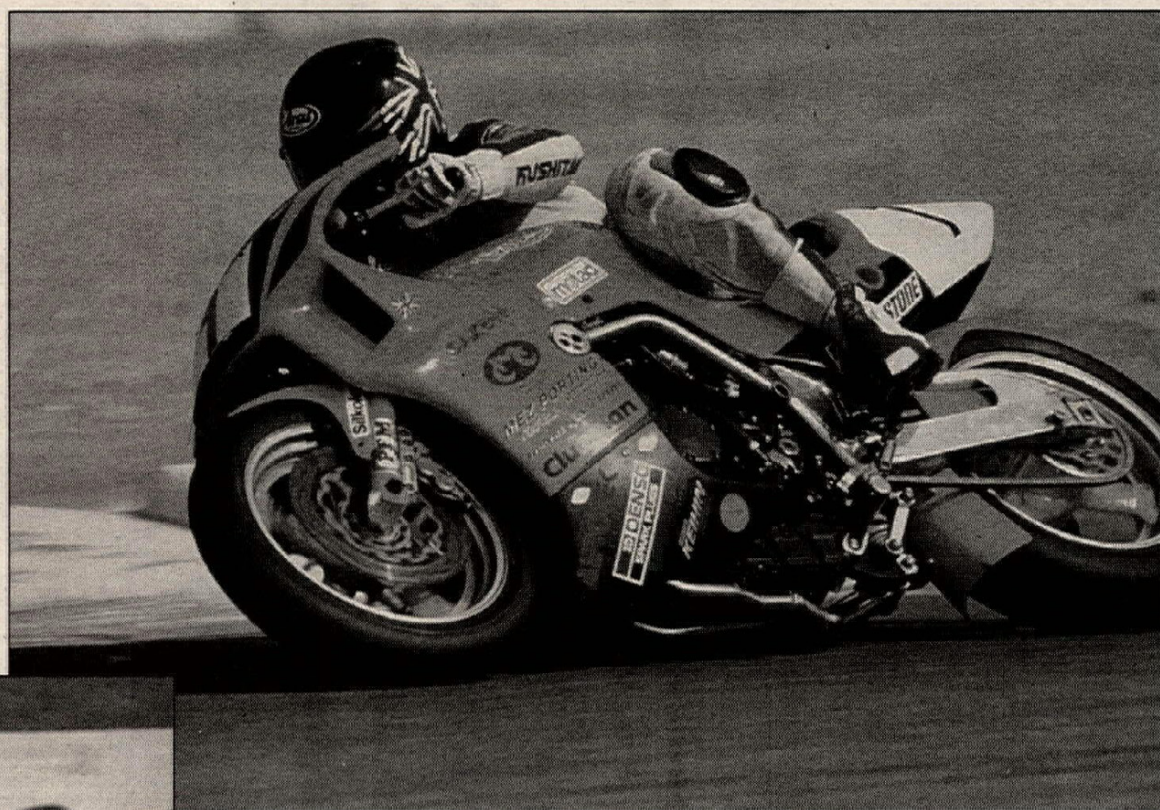
Kiwi Andrew Stroud heads the lineup on the works V1000 Britten that he won the Daytona BOTT race with last year, backed up by magazine editor Nick Ienatsch on Jim Hunter's customer Britten. A battle of the journalists adds extra spice to the proceedings, with *Cycle News'* British contributor Alan Cathcart racing the three-cylinder Saxon Triumph 900, which won two of the major BEARS races in Europe last season.

Check out the front suspension stakes, too: Will the Britten's carbon-fiber girder fork defeat the Saxon's BMW-type slider/wishbone front end? Or will convention triumph (excuse the pun), with the race debut of two of the first tele-forked customer VR1000 Harley-Davidson Superbikes to be delivered, in the hands of AHRMA Vintage champion Stephen Mathews, and British star Mike Edwards on the Tigcraft VR1000 H-D which he'll race in the British Superbike Championship this season? It'll be interesting to see how the performance of these customer VR1000 racers compares with the factory bike racing in the Daytona 200.

BEARS and SOS

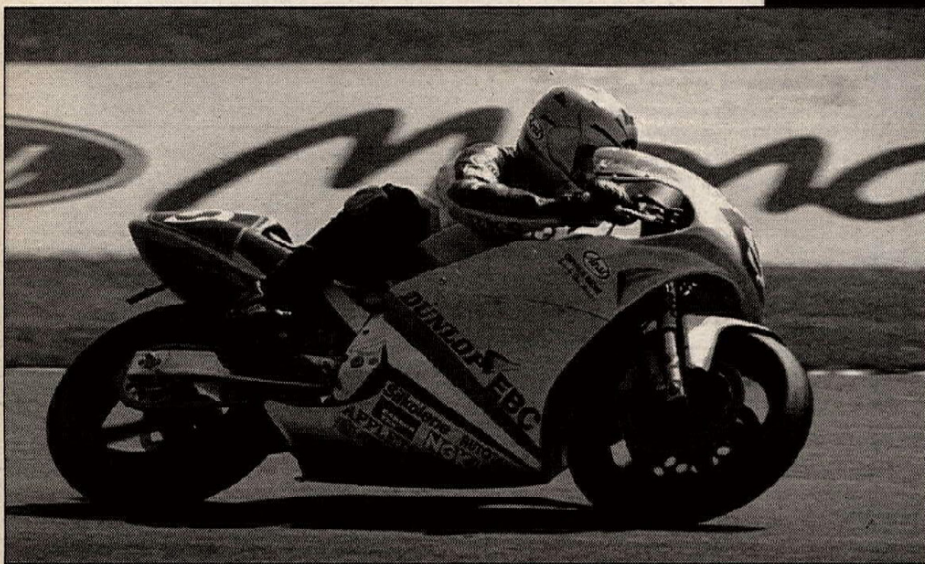


(Left) Andrew Stroud will be one of two Britten V1000-mounted racers when the BEARS 50-mile race gets started at Daytona International Speedway.



(Right) Alan Cathcart will ride a three-cylinder Saxon Triumph 900 in the BEARS race.

(Below) Dave Morris will ride a Tigcraft-framed BMW in the Sound of Singles class.



Confronting this trio of liquid-cooled BEARS models is the air-cooled brigade, led by Pete Johnson on the Manfred Hecht-tuned Raceco Guzzi that is also a previous Daytona BoTT race winner, now in 1200cc form and stacked against Japan's Yoshiyuki Sugai on the Sundance team's Daytona Weapon 1200 Evo-engined H-D. It seems doubly ironic that the only traditional-engined Harley entered in the BEARS race at Daytona should come from Japan - where are the rest of the home-raised Hog herd?

Johnson gets support in waving the Moto Guzzi flag from former superbike

racer Will Harding on the Stan Friduss Le Mans, while Devin Battley and Kurt Mund debut BMW R1100RS racers in the BEARS class; in Europe, the lack of access to the fuel-injected Boxer's ECU computer codes to facilitate tuning has hampered development of the eight-valve engine, which has lots of potential for racing.

A huge variety of two-valve Ducati desmos derived from various models of varied vintage completes the multi-cylinder lineup, headed by evergreen veteran John Long on his Harris-framed 750 Panth F-1, and Dave Russell on his more

recent Bimota DB2. Finally, an added attraction of BEARS racing is the threat on the tighter tracks posed to the bigger bikes by the Euro-engined singles, such as AHRMA SoS champion Russ Mattson's Wood-Rotax, Vintage champion Sven Bley's NWS-Rotax, and the Tigcraft-chassised Chrysalis-BMW of former British SoS champion David Morris. Daytona's wide-open spaces may not allow the singles to head for Victory Lane just yet, but later in AHRMA's season, it could happen.

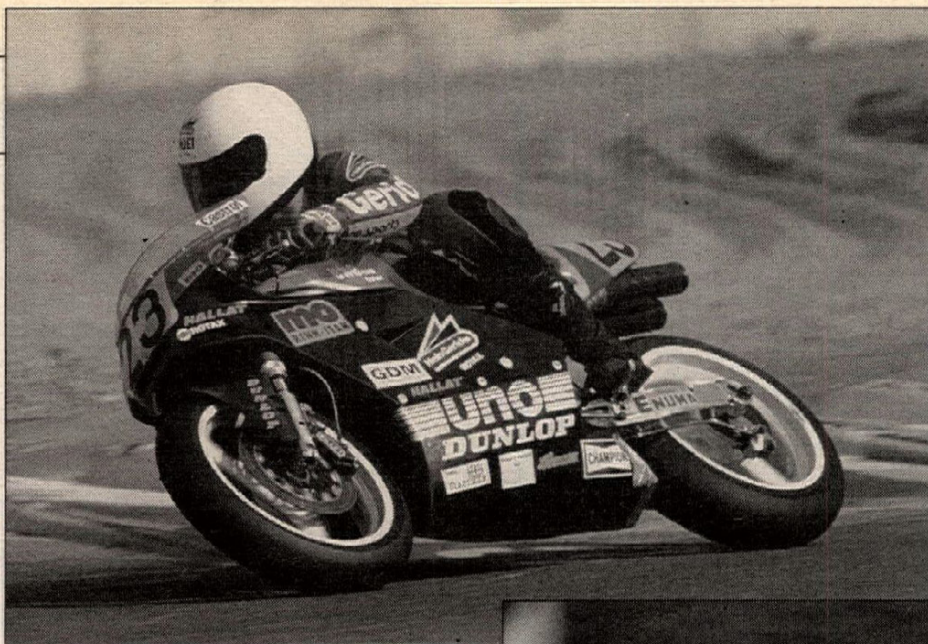
Most of the bikes fronting for the BEARS race will be in action earlier in the AHRMA program at Daytona, in either the BoT or SoS classes. With just 12 entries, the BoT Open class lineup emphasizes quality rather than quantity, with last year's winner Stroud on the Britten confronted by another 500cc GP rider, England's Neil Hodgson, on the Top Gun Ducati 955. The chance to compare one-on-one top-speed performance around the Daytona bankings between the Britten and a replica of the bike that won the 1994 World Superbike Championship will hold lots of interest, with Ienatsch on the second Britten also in contention, and Pablo Real on his maxi-engined Ducati, and Dr. Dave Keiffer on his FBF 888/955 Ducati cocktail - itself identical to the bike on which Troy Corser won the '94 AMA Superbike Championship - waving the Italian flag.

Strangely, neither of the VR1000 Harleys is entered for the Open Twins race: pity. But Kiyoshige Watanabe on his fast Honda Hawk racer will give added interest.

The BoT Formula 2 class, for pushrod ohv bikes up to 1200cc and ohc bikes up to 1200cc, will be run alongside the Open Twins race on Tuesday of Cycle Week, with Sugai on the Japanese Harley and Johnson's Moto Guzzi heading the 36 entries. The high-cam design of the BMW R1100RS Boxers of Battley and Mund makes them eligible for this class, in which John Long's F-1 Ducati will also be a contender.

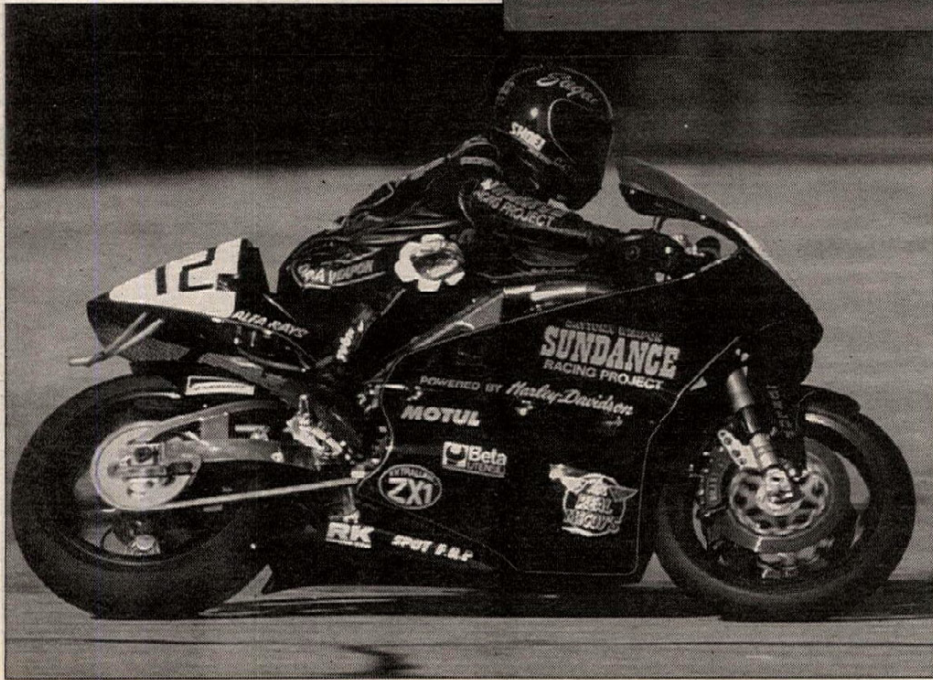
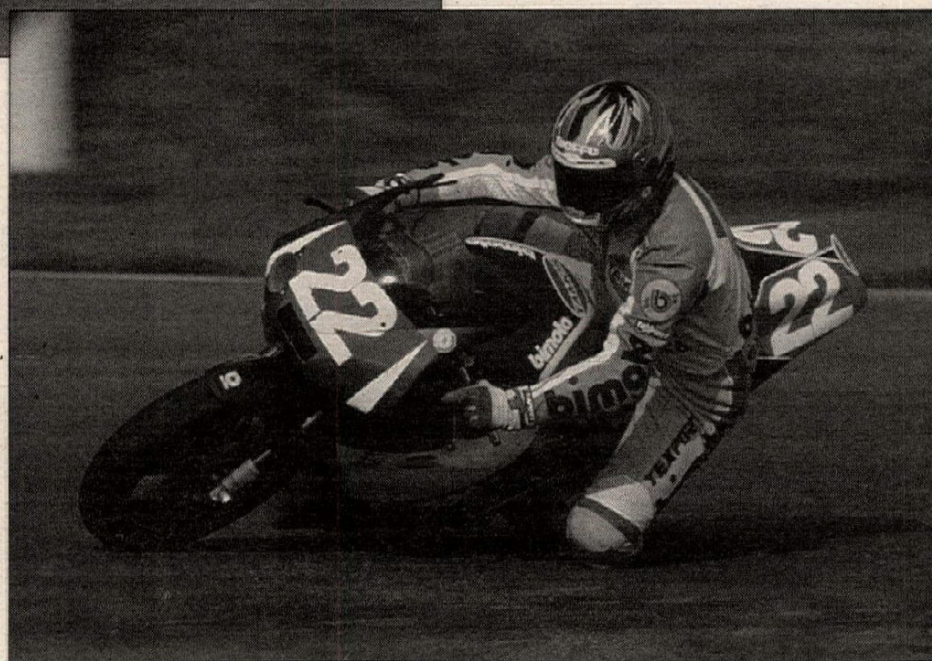
Two classic Ducati 750SS racers worth following, even if they won't be in contention for overall honors against the slick-shod modern bikes, are "golden Oldie" (and Miguel's dad) Yvon DuHamel on the Team Obsolete ex-works bike, and Alan Cathcart on his production 750SS on which he finished a close second to DuHamel, then riding the ex-Dick Mann BSA-3, in the Vintage F750 race at Daytona three years ago. Will the tables be turned this time around - in BoT as well as in F750 Vintage?

The BoT Formula 1 (unlimited, non-



(Above) Tommy Korner, the European and German Supermono Champion, will compete in the Sound of Singles race on a UNO-Rotax.

(Right) Gianluca Galasso will ride the factory Bimota in SoS. (Below) Lex van Kijk has entered SoS on a 694cc five-valve Yamaha in a Bakker chassis. (Bottom) Yoshiyuki Sugai and the Sundance team's Daytona Weapon 1200 Evo-engined Harley-Davidson.



Open class bikes) and Formula 3 (pushrod to 750cc, ohc to 650cc) run earlier in the day will see Johnson's Guzzi a strong contender for the F-1 win, with Cathcart mounted this time on the VeeTwo Australia 900SS Ducati on which he won the Australian TT at Bathurst last Easter for owner Brook Henry. Jerry Wood's box-stock 916 Ducati represents demo engineering of a more modern variety, with Tampa, Florida's Joao Chaves riding the only Japanese bike in the race, a TDM850 Yamaha.

Formula 3 has a lot more variety in the lineup, and hardly a single Ducati. Canadian Ian Crerar's Honda Hawk looks like a favorite to beat out the gang of Kawasaki EX500 riders for the win, while the BoT Two-Stroke class for '85 bikes and earlier features GP history on wheels, with Lee Florin's Italian-built RR250 Harley-Davidson a reminder of

when the Cagiva factory was still owned by America's Finest.

The Sound of Singles class, now known internationally as Supermono, kicked off last year in the USA, and AHRMA's faith in the category has been rewarded by a star-studded lineup for the Formula 1 (four-stroke unlimited) class which is the main event of Monday's Cycle Week schedule, headed by Germany's Tommy Korner, European and German Supermono Champion with the Gert Daiber-built UNO-Rotax, which uses a factory twin-cam motor. Stacked

up against him will be the man Korner narrowly beat for the 1994 European title, England's Alan Cathcart riding the factory Ducati Supermono with bigger-bore 572cc desmo engine against the 661cc Rotax. Holland's Lex van Dijk with the 694cc five-valve Yamaha-engined Bakker will be a contender, with BMW's factory development rider Herbert Enzinger riding the Pami team's fuel-injected 700cc EM, reputedly developed with factory support, with a Tigcraft chassis and F650-based engine.

Also BMW-engined is the trio of Bimota Supermonos, making their world debut at Daytona and led by Italy's Gianluca Galasso on the factory Bimota entry, also fitted with fuel injection and 700cc-plus engine. England's David Morris on a Tigcraft-framed BMW completes the German-engined lineup, with Dr. Dave Keiffer making his SoS racing debut on rather surprisingly the only customer Ducati in the field. California's Kevin Johnson debuts at Daytona too, riding Ron Wood's Wood-Rotax alongside 1994 AHRMA Open Singles champion Russ Mattson on a similar bike, Craig McLean on the Parra-Rotax, and Sven Bley on the lightweight, British-framed, NWS-Rotax. Erik Anderson's Suzuki-engined NWS will provide an interesting comparison, in a class where high-rise converted trail bikes have all but been replaced by purpose-built road racers, as was foreseen at the outset. Only class champion Dave Knapp's Can-Am 600 bucks the trend, while the thin entries for AHRMA's other three SoS classes must point toward just one single Supermono racing category in the future, now that the class is coming of age, catering for pure single-cylinder four-stroke GP racers.

By 1996, when Daytona may host the first round of a World Championship for these motorcycles, that may have come to pass. Meanwhile, Daytona '95 sees almost every one of the top European Supermono riders on the grid - place your bets on which one will win.

CAMEL MOTORCYCLE WEEK

All events held at Daytona International Speedway unless indicated otherwise. Ticketing information for all races at the Speedway is available by calling 904/253-7223.

Friday, March 3

- AMA/ProStar Sunshine Nationals Drag Race Series, Gainesville Raceway, Gainesville, 9 a.m., 205/852-1101.
- Bike Week Welcome Center open from 10 a.m. - 10 p.m., 503 Main St., 904/255-0981.
- AMA Regional Half Mile, Oglethorpe Speedway, Savannah, GA, 7:30 p.m., 904/788-4709 or 912/964-7069.

Saturday, March 4

- Amateur Supercross, Gatorback Cycle Park, Gainesville, 7 a.m., 813/578-1776.
- AMA/ProStar Sunshine Nationals Drag Race Series, Gainesville Raceway, Gainesville, 9 a.m., 205/852-1101.
- AHRMA Vintage MX, Ocala Motorsports Complex, Ocala, 9 a.m., 715/842-9699.
- AHRMA Antique Motorcycle Club Meet, Bahia Shrine Temple, 2300 Pembroke Dr., Orlando.
- Bike Week Welcome Center open from 10 a.m. - 10 p.m., 503 Main St., 904/255-0981.
- Pro-Am Half Mile, St. Augustine Speedway, St. Augustine, 7:30 p.m., 904/788-4709 or 904/825-AUTO.

Sunday, March 5

- AMA/ProStar Sunshine Nationals Drag Race Series, Gainesville Raceway, Gainesville, 9 a.m., 205/852-1101.
- Bike Week Welcome Center open from 10 a.m. - 10 p.m., 503 Main St., 904/255-0981.
- Motorcycle Asphalt Racing Series/AMA Daytona Half Mile, Volusia County Speedway, Barberville, 2 p.m., 803/272-9938.
- AMA 125/250cc MX National, Gatorback Cycle Park, Gainesville, 1 p.m., 813/578-1776.
- 6th Annual AMI Amateur National/Youth Southeast Regional Championship and AMI/Vintage Bike National Short Track, Municipal Stadium, 1 p.m., 904/788-4709 or 904/255-0295.
- AHRMA Vintage National Autograph Session, American Motorcycle Institute, 3042 W. International Speedway Blvd., 2 p.m. - 4 p.m., 800/874-0645.

Monday, March 6

- American Motorcycle Institute open house and tours, AMI Campus, 3042 W. International Speedway Blvd., 9 a.m., 800/874-0645.
- Harley-Davidson demo rides, northeast corner of Daytona International Speedway, 9 a.m. - 3 p.m.
- Bike Week Welcome Center open from 10 a.m. - 10 p.m., 503 Main St., 904/255-0981.
- Daytona Bike Week Swap Meet Motorcycle Corral & Auction, Jai Alai Stadium, 1900 International Speedway Blvd., 10 a.m. - 6 p.m., 800/473-2324.
- AHRMA Classics Vintage National, including BMW Battle of the Legends and Sound of Singles, Daytona International Speedway, 12 p.m.
- 6th Annual AMI Amateur National/Youth Southeast Regional Championship and AMI/Vintage Bike National Short Track, Municipal Stadium, 1 p.m., 904/788-4709 or 904/255-0295.

Tuesday, March 7

- Harley-Davidson demo rides, northeast corner of Daytona International Speedway, 9 a.m. - 3 p.m.
- 6th Annual AMI Brute Horsepower Shootout, AMI Campus, 3042 W. International Speedway Blvd., 9:30 a.m. - 3 p.m., 800/874-0645.

- Harley-Davidson Indoor Show preview, HOG members only, Ocean Center, 10 a.m. - 6 p.m., 904/254-4500.
- Harley-Davidson Traveling Museum, Ocean Center outside east, 10 a.m. - 6 p.m.
- Bike Week Welcome Center open from 10 a.m. - 10 p.m., 503 Main St., 904/255-0981.
- Harley-Davidson Poker Run for Muscular Dystrophy Association, Ocean Center MDA Booth, start at 10 a.m.
- Daytona Bike Week Swap Meet Motorcycle Corral & Auction, Jai Alai Stadium, 1900 International Speedway Blvd., 10 a.m. - 6 p.m., 800/473-2324.
- AHRMA Classics Vintage National, including BMW Battle of the Legends, GP Twins final and BEARS final, Daytona International Speedway, 12 p.m.
- Pro-Am Short Track, Thunder Valley Raceway, Satsuma, 6 p.m., 203/868-0181.

Wednesday, March 8

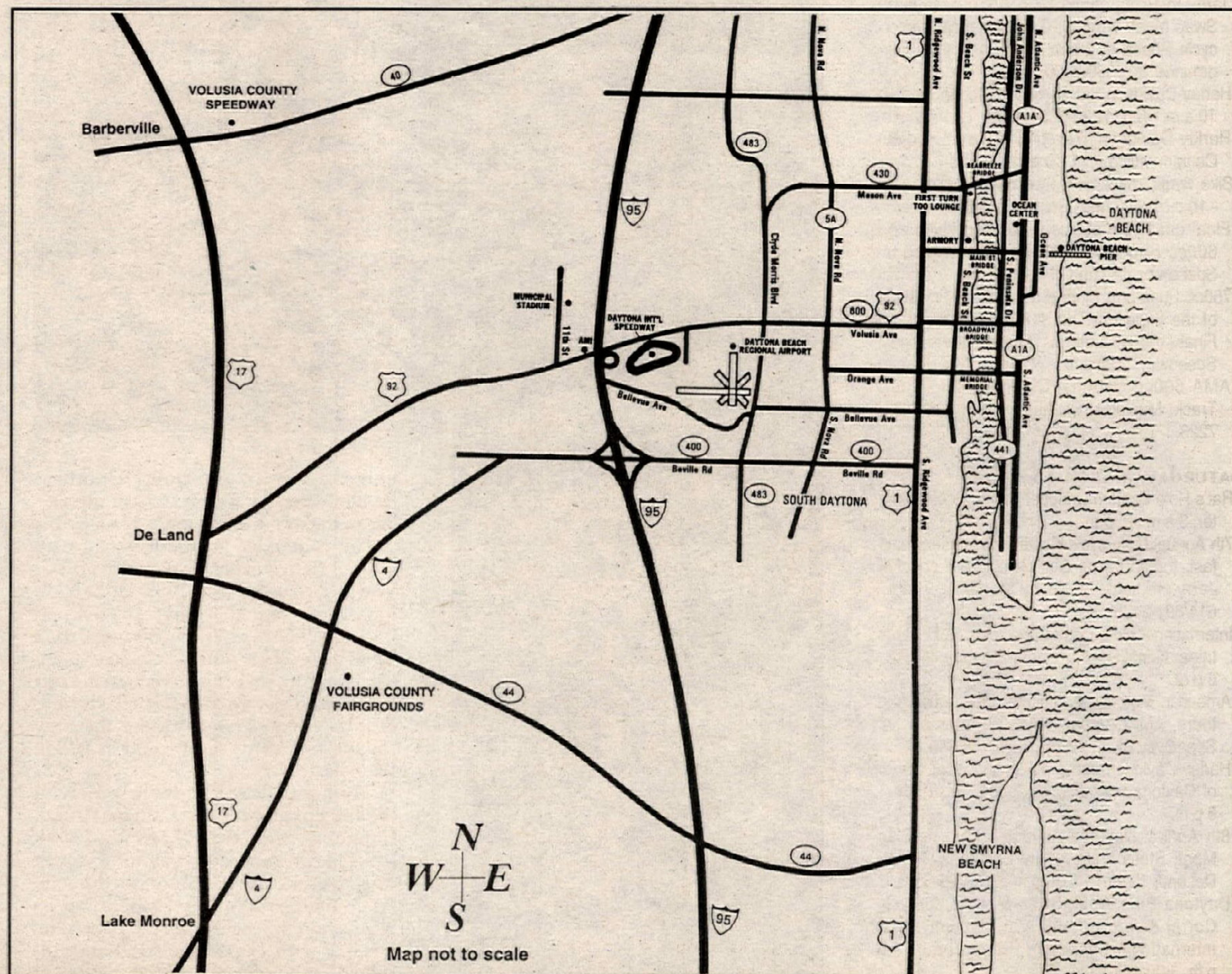
- Daytona Dirt Riders Association dual sport ride, Tomoka Farms Road, Daytona Beach, start at 9 a.m., 904/248-0249.
- Harley-Davidson demo rides, northeast corner of Daytona International Speedway, 9 a.m. - 3 p.m.
- Harley-Davidson Ride In Custom Motorcycle Show, Ocean Center north lot, 8 a.m. - 11 a.m.
- Harley-Davidson Poker Run for Muscular Dystrophy Association, Ocean Center MDA Booth, start at 10 a.m.
- 6th Annual AMI Brute Horsepower Shootout, AMI Campus, 3042 W. International Speedway Blvd., 9:30 a.m. - 3 p.m., 800/874-0645.
- Daytona 200 Motorcycle Club Alligator Road Tour, one mile west of Interstate 4 on US 92, start at 10 a.m., 904/252-2132.

- Daytona Bike Week Swap Meet Motorcycle Corral & Auction, Jai Alai Stadium, 1900 International Speedway Blvd., 10 a.m. - 6 p.m., 800/473-2324.
- Magazine Photo Shoot-Out Show, Edmunds Center at Stetson University, DeLand.
- 8th Annual Daytona Antique & Classic Bike Meet, Stetson University Edmunds Center, DeLand, 10 a.m. - 6:30 p.m., 904/795-8895.
- Harley-Davidson Indoor Show, Ocean Center, 10 a.m. - 6 p.m., 904/254-4500.
- Harley-Davidson Traveling Museum, Ocean Center outside east, 10 a.m. - 6 p.m.
- Bike Week Welcome Center open from 10 a.m. - 10 p.m., 503 Main St., 904/255-0981.
- AMA SuperTeam Challenge National, Daytona International Speedway, 60 minutes, 4:20 p.m.
- Harley-Davidson Dresser Light Show, Ocean Center north lot, 7:30 p.m., 904/254-4500.
- AHRMA Awards Banquet, DeLand Hilton, members only, 7:30 p.m.

Thursday, March 9

- AHRMA/Ohio Valley BSA Club Vintage Bike Ride, 40 miles, starts at Edmunds Center at Stetson University, DeLand, 9 a.m., 800/451-5113.
- International Motorcycle Show, outside Daytona International Speedway grandstands, 9 a.m. - 6 p.m.
- Harley-Davidson Ride In Custom Motorcycle Show, Ocean Center north lot, 8 a.m. - 11 a.m.
- Harley-Davidson demo rides, northeast corner of Daytona International Speedway, 9 a.m. - 3 p.m.
- Indian Motorcycle Illustrated Daytona Rally & Swap Meet, Klassix Auto Museum, US 92, 9

- a.m. - 2 p.m., mass ride to Stetson University at 2:30 p.m., 904/252-3800.
- 45th Annual Alligator Enduro, Tomoka Farms Rd., 9 a.m., 904/248-0249.
- Harley-Davidson Poker Run for Muscular Dystrophy Association, Ocean Center MDA Booth, start at 10 a.m.
- 6th Annual AMI Brute Horsepower Shootout, AMI Campus, 3042 W. International Speedway Blvd., 9:30 a.m. - 3 p.m., 800/874-0645.
- Daytona Bike Week Swap Meet Motorcycle Corral & Auction, Jai Alai Stadium, 1900 International Speedway Blvd., 10 a.m. - 6 p.m., 800/473-2324.
- Brownies Indian Sales Motorcycle Auction, Edmunds Center at Stetson University, DeLand, 1 p.m., 904/795-8895.
- 8th Annual Daytona Antique & Classic Bike Meet, Stetson University Edmunds Center, DeLand, 10 a.m. - 6:30 p.m., 904/795-8895.
- Jam-On Productions 17th Annual Daytona Swap Meet, Sidecar and Trike Day, Volusia County Fairgrounds, 10 a.m. - 6 p.m., 301/336-2100.
- Harley-Davidson Indoor Show, Ocean Center, 10 a.m. - 6 p.m., 904/254-4500.
- Harley-Davidson Traveling Museum, Ocean Center outside east, 10 a.m. - 6 p.m.
- Bike Week Welcome Center open from 10 a.m. - 10 p.m., 503 Main St., 904/255-0981.
- Back to the Beach gathering, Brewsters Restaurant, 4511 S. Atlantic Ave., Ponce Inlet, 11 a.m.
- 750cc Supersport Qualifying, Daytona International Speedway, 12:30 p.m.
- 250cc GP Heat Races, Daytona International Speedway, 1:30 p.m.
- The Race for the Pole, Superbike Qualifying for the Daytona 200, Daytona International Speedway, 2:50 p.m.



DAYTONA BEACH, Florida

- Harley-Davidson SuperTwins Qualifying, Daytona International Speedway, 4:50 p.m.
- Pro-Am Half Mile, St. Augustine Speedway, 900 Big Oak Rd., St. Augustine, 7:30 p.m. 904/788-4709 or 904/825-AUTO.
- 2nd Annual Ohio Valley BSA Club Dinner Meet, Gators Restaurant, Route 17-92 south of DeLand, open to all BSA owners, 7:30 p.m.

Friday, March 10

- International Motorcycle Show, outside Daytona International Speedway grandstands, 9 a.m. - 6 p.m.
- Boardwalk Classic Bike Show, Boardwalk Amusement Area, 9 a.m., 203/855-0008.
- Harley-Davidson demo rides, northeast corner of Daytona International Speedway, 9 a.m. - 3 p.m.
- Harley-Davidson Poker Run for Muscular Dystrophy Association, Ocean Center MDA Booth, start at 10 a.m.
- 6th Annual AMI Brute Horsepower Shootout, AMI Campus, 3042 W. International Speedway Blvd., 9:30 a.m. - 3 p.m., 800/874-0645.
- Crane Cams Open House, 530 Fentress Blvd., plant tours, custom bike display and free refreshments, 9:30 a.m. - 2:30 p.m., 904/252-1151.
- Daytona Bike Week Swap Meet Motorcycle Corral & Auction, Jai Alai Stadium, 1900 International Speedway Blvd., 10 a.m. - 6 p.m., 800/473-2324.
- AHRMA Concours d'Elegance & Vintage Bike Parade, Edmunds Center at Stetson University, DeLand, 2 p.m.
- Vintage Motorcycle Seminars, Edmunds Center at Stetson University, DeLand, 5:30 p.m.
- 8th Annual Daytona Antique & Classic Bike Meet, Stetson University Edmunds Center, DeLand, 10 a.m. - 6:30 p.m., 904/795-8895.
- Jam-On Productions 17th Annual Daytona Swap Meet, 10 a.m., Great American Motorcycle Rodeo at 2 p.m., Volusia County Fairgrounds, 301/336-2100.
- Harley-Davidson Indoor Show, Ocean Center, 10 a.m. - 6 p.m., 904/254-4500.
- Harley-Davidson Traveling Museum, Ocean Center outside east, 10 a.m. - 6 p.m.
- Bike Week Welcome Center open from 10 a.m. - 10 p.m., 503 Main St., 904/255-0981.
- Final qualifying sessions for Superbike and 600cc Supersport, Daytona International Speedway, 12 p.m.
- 750cc Superport Final (50 miles), BMW Battle of the Legends Final (18 miles), 250cc GP Final (100 kilometers), Daytona International Speedway, 3:20 p.m.
- AMA 600cc National Championship Short Track, Municipal Stadium, 8 p.m., 904/253-7223.

Saturday, March 11

- Rat's Hole Custom Chopper Show, Ocean Center, 8 a.m. - 5 p.m.
- 7th Annual Motorcycle Heritage Museum Breakfast, Indigo Lakes Golf Club, guest speaker Jerry Hatfield, RSVP by March 1, 9 a.m., 614/891-2425.
- International Motorcycle Show, outside Daytona International Speedway grandstands, 9 a.m. - 6 p.m.
- American Motorcycle Institute open house and tours, AMI Campus, 3042 W. International Speedway Blvd., 9 a.m., 800/874-0645.
- Harley-Davidson demo rides, northeast corner of Daytona International Speedway, 9 a.m. - 3 p.m.
- 8th Annual Daytona Antique & Classic Bike Meet, Stetson University Edmunds Center, DeLand, 10 a.m. - 6:30 p.m., 904/795-8895.
- Daytona Bike Week Swap Meet Motorcycle Corral & Auction, Jai Alai Stadium, 1900 International Speedway Blvd., 10 a.m. - 6 p.m., 800/473-2324.

- Jam-On Productions 17th Annual Daytona Swap Meet, European Bike Day and Show, 10 a.m., Volusia County Fairgrounds, 301/336-2100.
- Harley-Davidson Indoor Show, Ocean Center, 10 a.m. - 6 p.m., 904/254-4500.
- Harley-Davidson Traveling Museum, Ocean Center outside east, 10 a.m. - 4 p.m.
- Bike Week Welcome Center open from 10 a.m. - 10 p.m., 503 Main St., 904/255-0981.
- Harley-Davidson Muscular Dystrophy Auction, Ocean Center Arena, 12 p.m.
- 8th Annual J. Wood and Company Daytona Antique & Classic Motorcycle Auction, Edmunds Center at Stetson University, DeLand, 2 p.m., 904/795-8895.
- 25th Daytona Supercross by Honda, Daytona

International Speedway, 1 p.m., 904/253-7223.

- AMA Grand National Championship Short Track, Municipal Stadium, 8 p.m., 904/253-7223.

Sunday, March 12

- Blessing of the Bikes, St. Paul's Catholic Church, US Route 1, followed by a ride to Bellair Plaza, 7:30 a.m., 904/255-0981.
- International Motorcycle Show, outside Daytona International Speedway grandstands, 9 a.m. - 1 p.m.
- Harley-Davidson Parade to Daytona International Speedway, leaves Bellair Plaza, south A1A, 9 a.m., 904/255-0981.
- Harley-Davidson Heaven, Daytona International

Speedway, turn 3 grandstands, 10 a.m., 904/254-2700.

- Jam-On Productions 17th Annual Daytona Swap Meet, 10 a.m., Volusia County Fairgrounds, 301/336-2100.
- Daytona Bike Week Swap Meet Motorcycle Corral & Auction, Jai Alai Stadium, 1900 International Speedway Blvd., 10 a.m. - 6 p.m., 800/473-2324.
- 600cc Supersport Final (100 kilometers), Daytona International Speedway, 11:30 a.m.
- Harley-Davidson SuperTwins Final (25 miles), Daytona International Speedway, 12:30 p.m.
- American Motorcycle Institute open house and tours, AMI Campus, 3042 W. International Speedway Blvd., 9 a.m., 800/874-0645.
- 54th Daytona 200 by Arai Superbike Classic, Daytona International Speedway, 2 p.m.



ROAD RACE

Grand Prix testing in Jerez

Trying to reign in Spain

Photos by Gold & Goose

The annual IRTA preseason tests in Jerez, Spain were held on March 17-19 with Lucky Strike Suzuki coming in for tests earlier in the week, and several teams staying on for more tests after the IRTA sessions.

When all was said and done, it was Spaniard Alberto Puig who was the quickest of the 500cc GP men, clocking a one-minute, 43.9-second lap to equal the pole position time set a year ago by Kevin Schwantz. Puig was aboard the 1995 Honda NSR500 which runs in the Sito Pons, Fortuna-backed team. Puig was the only Honda-mounted 500cc rider in attendance at the tests, with World Champion Michael Doohan and his Repsol HRC team opting not to go to the Jerez tests.

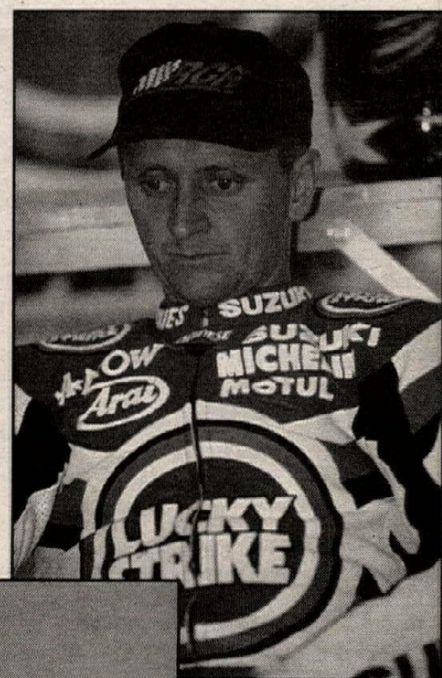
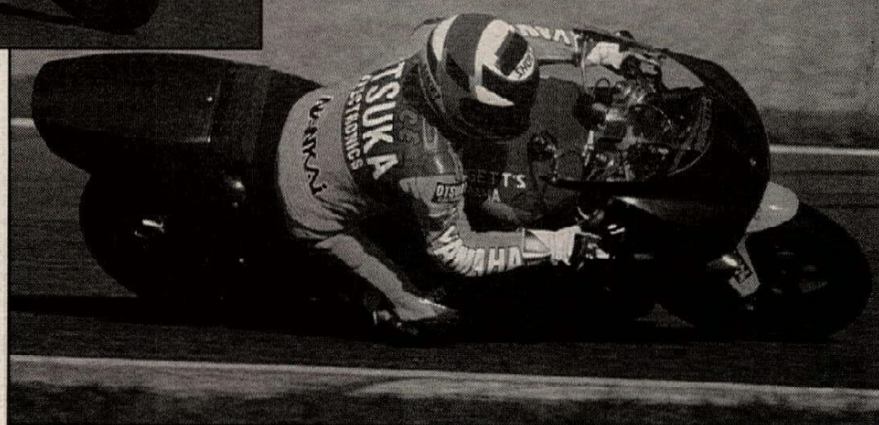
The 250cc GP list was led by Aprilia's Marcello Lucchi with a 1:44.8 while 125cc World Champion Kazuto Sakata led the tightly bunched 125cc ranks with a 1:49.7.



(Above right) Alberto Puig and his 1995 Honda NSR500 were the quickest of the 500s after a pre-season test session at the Jerez circuit in Spain. (Right) Loris Reggiani and the 400cc V-twin Aprilia were also quick.



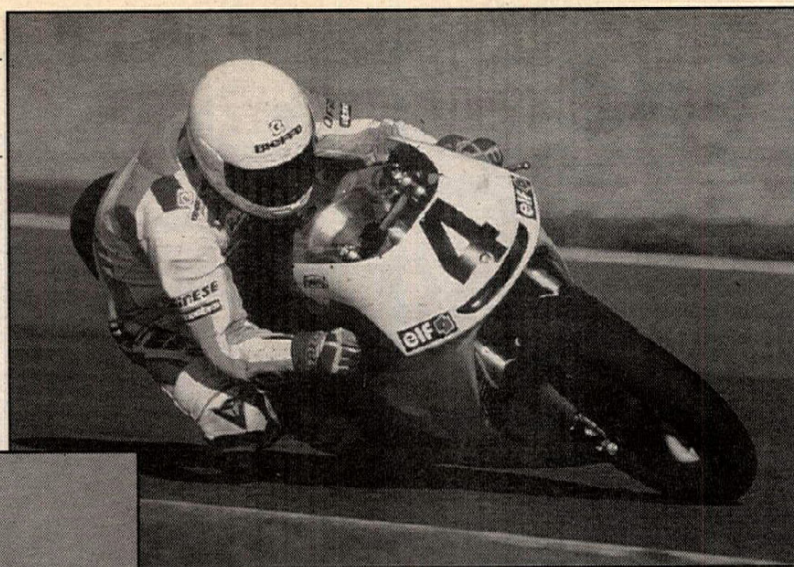
(Above) Australian Daryl Beattie and his new ride, the Lucky Strike Suzuki RG500. (Right) Jimmy Filice made his 500cc debut on the Padgett's Yamaha in Jerez. Filice ended up crashing on the final day of the IRTA portion of the test and suffered a hairline fracture in his right leg. (Below) Luca Cadalora and the Marlboro Yamaha YZR500 were also among the fastest combinations at the test. Cadalora left early after setting what was the fastest lap at the time.



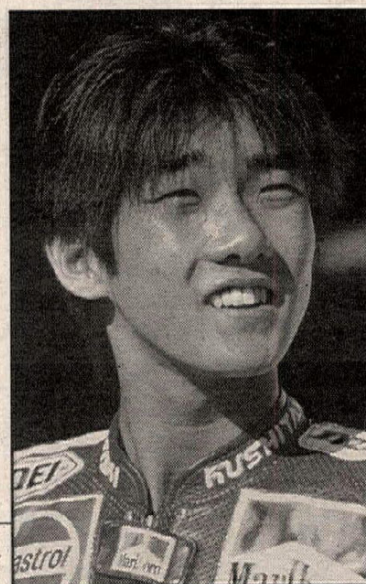
(Above) Kevin Schwantz had his first ride on the Suzuki since crashing and injuring a thumb during the team's Australian test. (Left) Jean-Michel Bayle was impressive in the 250cc tests, riding his Aprilia with Chesterfield sponsorship.



(Right) Dorian Romboni had his first outing on the Giacomo Agostini Honda NSR250, using Michelin tires after many years on Dunlops. (Below) World Champion Kazuto Sakata was the fastest of the 125cc GP riders at the test.



(Right) Marlboro Yamaha's Norifumi Abe and his recently cropped hair were also on hand at Jerez. Abe was sixth fastest in the 500cc class.



The top 10

500cc

1.	Alberto Puig	Honda	1:43.9
2.	Loris Reggiani	Aprilia	1:44.1
3.	Daryl Beattie	Suzuki	1:44.3
4.	Kevin Schwantz	Suzuki	1:45.1
5.	Luca Cadalora	Yamaha	1:45.1
6.	Norifumi Abe	Yamaha	1:45.7
7.	Jeremy McWilliams	Yamaha	1:47.1
8.	Neil Hodgson	Yamaha	1:47.2
9.	Sean Emmett	Yamaha	1:47.3
10.	Adrian Bosshard	Yamaha	1:47.3
14.	Jimmy Filice	Yamaha	1:48.5

250cc

1.	Marcello Lucchi	Aprilia	1:44.8
2.	Roberto Locatelli	Aprilia	1:45.1
3.	Jean-Michel Bayle	Aprilia	1:45.6
4.	Ralf Waldmann	Honda	1:45.6
5.	Carlos Checa	Honda	1:46.6
6.	Dorian Romboni	Honda	1:46.8
7.	Eskil Suter	Aprilia	1:46.9
8.	Olivier Jacque	Honda	1:47.3
9.	Luis d'Antin	Honda	1:47.4
10.	Jean-Philippe Ruggia		1:47.8

125cc

1.	Kazuto Sakata	Aprilia	1:49.7
2.	Stefano Perugini	Aprilia	1:51.0
3.	Dirk Raudies	Honda	1:51.1
4.	Masaki Tokudome	Aprilia	1:51.3
5.	Jorge Martinez	Yamaha	1:51.5
6.	Emili Alzamora	Honda	1:51.6
7.	Yoshiaki Katoh	Yamaha	1:51.6
8.	Gianluigi Scalvini	Aprilia	1:51.7
9.	Peter Oetli	Aprilia	1:51.7
10.	Noboru Ueda	Honda	1:51.8

Briefly...

The annual preseason **IRTA tests** at Jerez in Spain saw Loris Reggiani's **400cc Aprilia** throw down the gauntlet to the V-four 500s with renewed vigor in mid-February, as the V-twin "super-250" set the fastest time overall in the official test. But Aprilia could hardly become complacent. Only one of the full 500cc works team was there - Team Marlboro Roberts Yamaha; while the only works Honda entered, by **Alberto Puig**, crashed out while dominating "untimed" tests the day before the official IRTA sessions began. The sessions also proved a bad start to the season to three highly fancied Japanese riders. **Noboru Ueda** broke an ankle - it is suspected that a brake disc failed on his 125 Honda. **Takeshi Tsujimura** was reported to have suffered crushed vertebrae after also crashing his 250 Honda before official testing began; and likewise **Nobuatsu Aoki**, who broke a shoulder.

Kevin Schwantz was keen to dispel any remaining doubts about his forthcoming retirement on the eve of the recent IRTA test sessions at Jerez. Speaking at a lavish press reception to celebrate the 10th year of Lucky Strike sponsorship, he was quite definite. "This will be my last GP season. I'd like to go out as champion again, but no matter where I finish at the end of the year, I don't see anything happening that will persuade me to go on. The travel and the stress of GP racing puts so much pressure on you that I just don't think I could find the motivation to carry on after that." But Schwantz also flatly contradicted a separate swell of rumors that he would quit before the end of the year - even as soon as after the first three races. "I don't know how those rumors started, but people keep asking me. I'll be running the full season, even if it doesn't go well for me."

The tests were rather **sparsely attended**, with just 37 500s and 250s, with the two classes running together for the first time, and 16 125s. But Team Lucky Strike Suzuki had been at Jerez for the four earlier days of the week, culminating in a big press reception to celebrate their 10th year of GP sponsorship. The Suzuki tests marked a second return to racing bikes for Kevin Schwantz, whose last outing in Australia in January ended in a crash on the first day. Prior to that, he had not ridden since crashing in practice for the U.S. GP in September. Schwantz and teammate **Daryl Beattie** again had their schedule disrupted by bad weather, ranging from rain and wind to thick mist and general cold track temperatures that meant damp patches lingered all day long. Only on Thursday could they run a full session. "It felt pretty strange at first, and it's such a long time since I rode that I can't really compare the new bike with last year's. I did about 90 laps today (Thursday), and by the end I was starting to feel like my timing was coming back, and I was sliding the bike a bit. I was only passed fit to ride in the last week. I'd say my left wrist is at about 70 percent and my right about 90 percent. My left thumb isn't a problem." The left wrist, from which three bones were removed in drastic remedial surgery last year, was still bandaged, and very stiff. No times were released, but unofficially Schwantz was fastest in the morning, to be overtaken by both teammate Beattie and Honda's Alberto Puig in the afternoon.

Schwantz and Beattie were riding both a modified version of last year's bikes and the outwardly **similar new machine**, distinguished by slightly altered fairing venting and because they were unpainted, in virgin black. Beattie was down in the 1:45 bracket by the third day, but said: "We're chasing our tails, trying to test a lot of Michelins, and because of the weather we lost a lot of time. We tried the same tires in Australia, but they work differently here." While clearly happy to back on Michelins after his awful Dunlop year with Yamaha, he added: "The tires have changed quite a lot since I last used them. It's more a case of being happy with the whole combination of bike and tires."

The other rider to have tested for Suzuki during the winter was **Sean Emmett**, who was at the IRTA tests back on an unleaded Shell-Harris Yamaha. "I'm trying to get used to the power," he quipped. "There isn't any."

Puig had the only **Honda** at the tests, and it was impressive, leading observers to suspect a new electronic refinement such as some form of **traction control** because of the smooth but rapid way he was able to slog out of corners, while still flying along the straights. Sure enough, Puig was unofficially fastest on Thursday, while sharing the track with Suzuki and Roberts Yamaha, and a rag-tag of 250s and private 500s. Then he promptly fell off heavily, limping back into pit lane unscathed, but having bent the chassis of his machine. That was the end for him, so there was no opportunity to measure the Honda against the opposition when officially timed sessions began on Friday.

This left **Luca Cadalora** to dominate Friday's proceedings on the Yamaha, turning a time of 1:45.11, compared with Schwantz's 1994 lap record of 1:44.168 and pole position of 1:43.944. That was enough for the oh-so-casual Italian, who left forthwith, seeing no profit in continuing to bash around and around Jerez in track conditions that were far from ideal, and a long way short of usual racing temperatures.

In his absence, he was ousted by the most impressive performance of the weekend. This came from **Loris Reggiani**, with his Aprilia 400 still painted anonymous black, and outwardly not much changed from last year's unreliable debutant. Not only did he turn an impressive 1:44.1, to move to the top of the table, but he was the only person in the class to improve significantly on his lap time of the previous year. Last year he was seventh overall in qualifying with 1:45.168; with a race best of 1:46.293. He also left after that, feeling the same as Cadalora about continuing, but with rather more to feel proud of.

Norifumi Abe, in new short-hair mode, obviously felt the need to do more laps and stayed on, also moving into the 1:45-second bracket on the final day to place third in the class. Then came Jeremy McWilliams (Yamaha, 1:47.14), class new boy Neil Hodgson (ROC-Yamaha, 1:47.27) after surviving a spill; Sean Emmett (Harris-Yamaha, 1:47.36).

Jimmy Filice provided much amusement in pit lane as he struggled to fit his tiny frame to his Padgett's Harris-Yamaha. He really makes a 500 look tall, unable to touch the ground even with one foot while fully on the saddle. Filice progressed slowly

as he adapted to the 500, and he ended up with a best lap of 1:48.5 on Sunday. That was prior to his last-session crash that left him with a hairline fracture in his right leg. Filice is expected to be fit for the Australian GP at Eastern Creek where he will make his 500cc GP debut.

The 500 times were brought under a pitiless scrutiny by the best of the 250s, as often happens at Jerez. Spice was added because the two classes were running together. **Dorian Romboni** was the first to go fast, slotting his new Agostini Honda into fourth position overall on Friday. His bike was also unsponsored - team boss Giacomo Agostini's expected deal with Pepsi Cola had fallen through the week before, though he said he was still hopeful of picking up something else before the season. Rather surprisingly, Romboni was also on Michelin tires, for the first time in his recent career. These have often proved a mixed blessing in the past for Honda riders in a class dominated by Dunlops. Romboni, who crashed twice, missed the last day, and in his absence the pace hotted up pronto with a handful of late arrivals, which included two out of three of the works Aprilias. They ended up first and second, with Marcello Lucchi taking the honors over Roberto Locatelli and **Jean-Michel Bayle**. World Champion **Max Biaggi** had not joined the party.

Bayle's time of 1:45.63 equalled Biaggi's '94 lap record, although eight tenths off Loris Capirossi's pole time. It would have placed him third overall in the 500 class, just behind Abe. The Dunlop-shod Hondas had also come to town. **Ralf Waldmann** was fourth, with Carlos Checa, now on an NSR after a strong RS season last year, moving into fifth ahead of the absent Romboni.

Fired Aprilia rider **Jean-Philippe Ruggia** was there all week on his Honda, but did not distinguish himself, placing 10th even after switching to a kitted RS-motor in a new carbon-fiber frame that had been ridden by his interesting new Tech-3 teammate Olivier Jacques. In fact, the young Frenchman, a GP novice, went faster than Ruggia, though he crashed when he was obliged to switch to the aluminum-framed bike. Team boss Herve Poncheral said the carbon-fiber frame was experimental, and very stiff. He did not know if they would race it. "If like last year we were able to run two bikes, there would be no problem. We would have one of each. This year we have to make a commitment to one or the other. I'm not sure yet."

Scot **Niall Mackenzie** ended up 16th out of 20 after downgrading to the 250 class on the Docshop Aprilia, supposedly in 1994 works spec. He was one place and one hundredth down on teammate Patrick vd Goorbergh.

Masaki Tokudome led the first day of 125 practice on his new Aprilia, but was eased into second place on the second day by **Kazuto Sakata**, by just three hundredths of a second. It was a competitive business, with the first nine all within one second of each other by the finish: the two Japanese Aprilia men followed by Jorge Martinez (Yamaha), Dirk Raudies (Honda), Yoshiaki Katoh (Yamaha), Stefano Perugini (Aprilia), Peter Oetli (Aprilia) and the by-now absent Noboru Ueda.

-Michael Scott

Defending the crown



the FZR for more responsive handling and to aid in the bike's weight distribution characteristics. Speaking of weight, the YZF600R tips the scales at a svelte 406 pounds - 11 pounds greater than the old FZR but only 5 pounds greater than Kawasaki's new ZX-6R and almost two pounds lighter than the Honda CBR600F3.

Suspension is obviously race-bred. Front damping is handled by a conventional 41mm Kayaba fork which features a two-piece outer tube and is preload adjustable. Front wheel travel is 5.1 inches. The link-type, rising-rate Monocross rear suspension is constructed of high-tensile steel and is adjustable for both preload and rebound damping. The Kayaba shock's rear wheel travel measures 4.7 inches.

To haul the little YZF down from speed, front braking chores are taken up by a pair of 298mm floating discs with four-piston calipers, while a single 245mm disc with a twin-piston binder helps put on the whoa from the rear. The bike rolls down the road on new 17-inch, three-spoke wheels shod with Bridgestone Battlax radials - a 120/60ZR17 up front and a 160/60ZR17 in the rear.

Another area where the YZF600R mimics the YZF750 - but in a positive way - is in the styling department. The 600's large yet aerodynamically efficient fairing/windscreen houses dual cat-eye headlights, and the bike's upswept rear

(Left) Although the Yamaha YZF600R is the exact same motorcycle that was offered in 1994, labeling it "unchanged" is somewhat misleading. Yamaha introduced the bike in April 1994 as a 1995 model. (Below) Poetry in motion: The YZF600R's healthy midrange power and excellent handling characteristics make for an exciting ride on or off the race track.

By Scott Rousseau
Photos by Paul Carruthers

The battle for middleweight supersport supremacy is turning into a bloodbath.

In fact, the competitive ferocity currently sweeping the 600cc sportbike class may be even greater than that of the more premier Superbike class. The win-on-Sunday-sell-on-Monday adage has been taken to heart with great conviction by three of the Big Four manufacturers as 600cc sales have continued to rise even though Suzuki has elected not to field a new-generation GSX-R600, yet.

Yamaha is taking the class every bit as seriously as its rivals, though. Having claimed the AMA 600cc Supersport title in 1989 and '90 with the hyper-handling Yamaha FZR600, the firm was content to sit back and watch as Honda, Suzuki and Kawasaki each stepped up with brand-new machinery and claimed the title for the next three years, respectively, while the FZR got progressively longer in tooth. Finally, Yamaha said no more, and in 1994 came forward with the successor to the FZR600.

Introduced as a 1995 model, the Yamaha YZF600R upped the ante in the 600cc Supersport stakes. With Jamie James competing in the class aboard a Vance & Hines-prepped version, the bike was an immediate success, reclaiming the AMA 600cc Supersport title in '94. How did they do it?

Well, for one, Yamaha started with a clean sheet of paper when designing the YZF600R. Nothing is carried over from the old model, yet Yamaha engineers didn't abandon the formula for success that brought them two straight titles with the FZR.



To start with, the YZF's forward-inclined, liquid-cooled, four-valve, dohc, in-line four is yet another generation of the groundbreaking Genesis engine family, and displacement remains at 599cc. But the similarities end there, as Yamaha opted to open up the bore and shorten the stroke on the new YZF motor to increase top-end overrev. Bore and stroke figures for the YZF engine are 62 x 49.6mm compared to the FZR's more square 59 x 54.8mm. The YZF cylinder walls utilize a ceramic-composite plating for increased reliability.

The new bore size has spawned a new four-valve cylinder head, which includes a more compact combustion chamber and

a narrower valve angle. Naturally, the shape of the ports has been redesigned to take full advantage of the head's breathing abilities with the 12.0:1 compression ratio.

Having nothing to do with the FZR, the YZF's new chassis no doubt went to school on its one-year-older sister, the YZF750R. But the all-aluminum Deltabox frame with detachable subframe is still specific to the 600, as Yamaha no doubt wanted to avoid the debacle of fielding an overweight, 600-in-750-clothing middleweight à la Suzuki's ill-fated GSX-R600. Overall frame length measures in at 81.1 inches while the actual wheelbase of the YZF was shortened some 5mm over

tail section and blue/orange/magenta splash graphic treatment complement its racy looks.

Climbing aboard the bike to better acclimate ourselves with the cockpit revealed several niceties, such as a seat/peg/handlebar relationship that was aggressive yet not too confining for even our six-foot-tall testers. The instrument panel is easy to read, and all the controls on the handlebars were simple enough to operate. Another neat touch is the bike's on/reserve fuel switch, located on the left portion of the fairing below the handlebar; the bike's electric fuel pump negates the need for a standard fuel petcock. The choke lever is mounted low on

the inside of the left fairing rather than on the left handlebar as with most motorcycles today.

Don't try to modulate the choke when cold-firing the YZF. Crank it all the way open and thumb the starter. After the engine fires and runs up for about 30 seconds you can turn the choke off, and the engine will settle into a nice idle.

We appreciated the YZF600R's ability to negotiate traffic in a polite fashion, no doubt due to a great abundance of midrange power. Unlike other 600s that must be screamed to keep them moving, the YZF can be plodded quietly along in third gear at around 3000-5000 rpm all day long and still remain responsive enough when called upon for defensive maneuvering. There appear to be no behavioral glitches in the powerband - at least not in the low-to-middle rpm - to suggest that the bike is a racer. The transmission and clutch worked smoothly, though we learned that excessive slipping will cause the clutch to heat up and get grabby. When in doubt, ride in a lower gear.

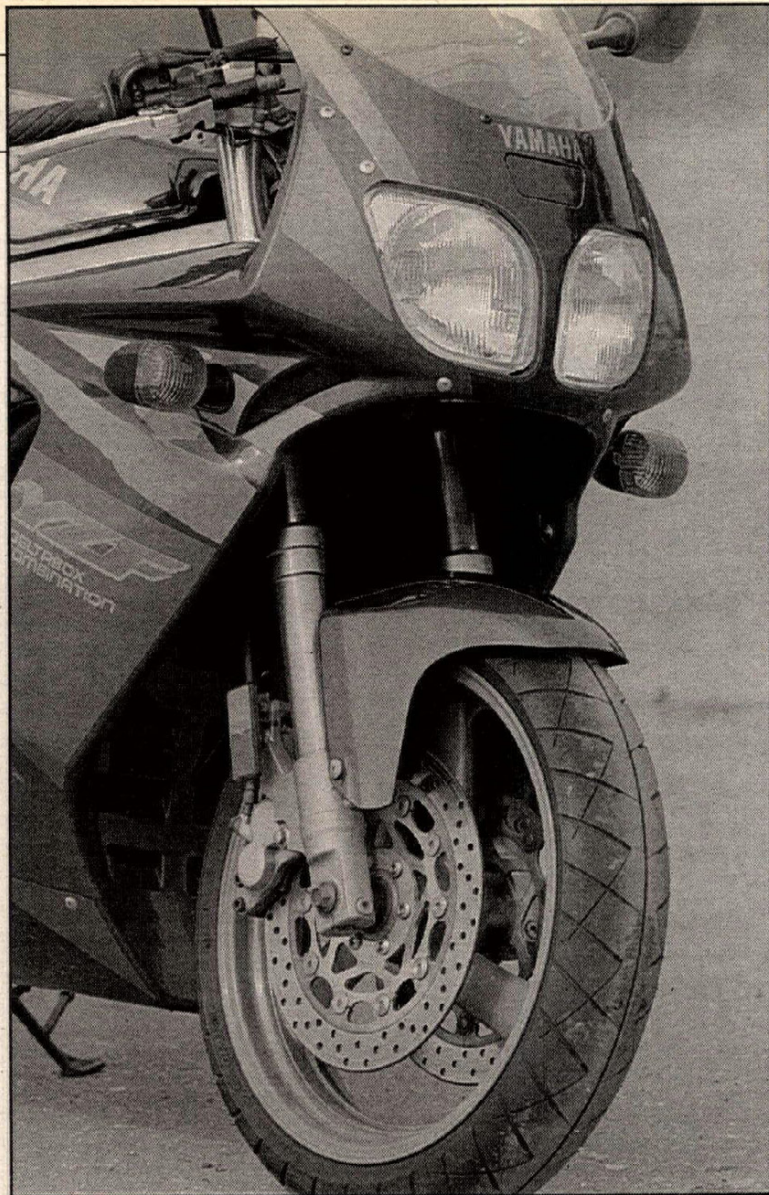
Above 6000 rpm, things get really exciting. Rap the tachometer past that point and the YZF comes alive with a furious mid-to-upper hit that thins out only slightly as the mill quickly ascends to its 13,000-rpm redline. And lest you be led to believe that this bike would make the ultimate commuter, the four-into-one header begins to bark audibly at around 7000, spewing a raspy tone that is unmistakably race bike. Perhaps even more noticeable is the growl that emanates from under the seat where air is being rapidly inhaled into the bike's four carbs when the throttle is suddenly wicked open. This loud sucking noise annoyed at least one of our testers.

The suspension appears capable of handling most anything thrown at it. The fork and shock remain supple enough to take the edge off of potholes and other civilian road nasties without upsetting the ride, and felt capable of withstanding the abuse of even the most skilled sport rider when canyon carving. The shock balances the package fairly well, but one tester thought that it exhibited a tendency to pogo a little during quick direction changes over bumps at medium throttle settings. The harder we rode, the better it felt.

Most testers liked the way the bike handles. Yamaha's trademark stability carries over to the YZF. Thanks again to the fork, the bike displays no tendency to twitch when negotiating freeway surface irregularities, and darting in and out of traffic at low speed really lets you appreciate the light steering input needed to guide it. Simply put, the YZF600R is very flickable. Hard cornering while at speed or under acceleration was also neutral and light, instilling confidence in all testers regardless of their skill.

If there were any quirks that threatened the overall package - and we felt there were - they centered around the tires and brakes. The class-standard Bridgestone Battlax radials felt excellent under most conditions, wet or dry, offering excellent feedback to the rider whether cruising or flogging. But when parallel tracking even the tiniest joints or cracks in the road surface, the tires conspired to give the bike an unsettling wandering feel. We checked the tire pressures and found them to be correct. Bother-some, to say the least.

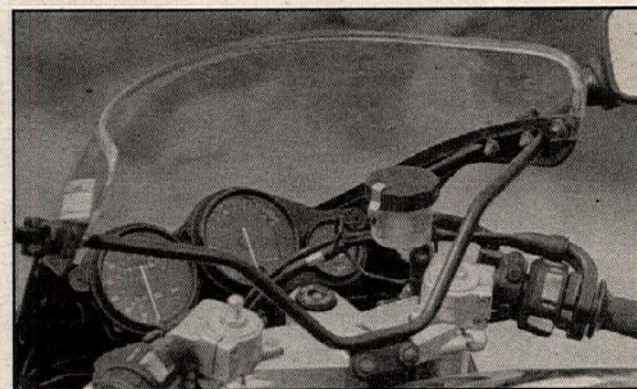
Furthermore, the front brakes required a rather high degree of effort to get the bike hauled down from speed. Modulation was poor; you were either on the brakes or off. There was no in between. The rear brake felt much the same way. Too bad really, because once they did



(Left) Twin 298mm front discs with four-piston calipers do an adequate job of hauling the YZF down from speed, but "feel" could be greatly improved. Beautiful "cat-eye" headlights are inspired by the YZF750R.

haven't had the chance to compare the YZF to either the Kawasaki ZX-6R or the new Honda CBR600F3 back-to-back, from what we can tell, the YZF falls a little short of these two machines, at least when it comes to the cutthroat world between the green and checkered flags; But in the "real" world, where there aren't any corner workers, the YZF600 is as good as any middleweight sportbike on the market. Perhaps even better when you take into consideration its price tag.

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation.



(Above right) The YZF's large windscreen offers a surprising amount of wind and weather protection.

(Right) Rather than mounting the on/reserve switch for the YZF's electric fuel pump below the seat, Yamaha elected to mount it under the handlebar on the left side fairing. Nice touch.



come on, the brakes felt powerful enough to slow the bike quickly, but the result of the harsh transition made it more difficult for a rider to make a smooth entry or exit in tighter turns while at speed.

The more miles we put on the YZF, the more we enjoyed it. We were surprised to find that the saddle remained extremely comfortable on longer trips, and our YZF's five-gallon fuel tank allowed us to take them; the bike has a range of approximately 185 miles before reserve. The only limiting factor in travelling long distances came in the form of vibration that crept through the bars at cruising speed. The vibes are something that we could do without.

Bottom line: Touchy brakes aside, the Yamaha YZF600R well-represents the excellence that abounds in the merciless 600cc sportbike market, and it does so at a suggested retail price of \$6999, making the Yamaha the most economical of the current crop of supersport middleweights - the Honda CBR600F3 retails at \$7299 while Kawasaki's new ZX-6R retails for a whopping \$7899. We think that the YZF600R is a worthy defender of its AMA 600cc Supersport crown, and we would love to see Jamie James ride another V&H version of the bike against the new challengers from Honda and Kawasaki.

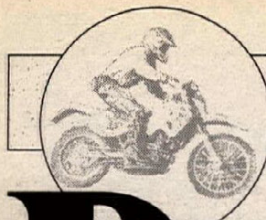
Unfortunately, we won't get that chance. Yamaha has elected not to field a factory YZF600R in the '95 AMA 600cc Supersport Series, as James will concentrate his efforts on claiming his second AMA Superbike title, and new Vance & Hines teammate Tom Kipp will also ride the superbike while attempting to defend his AMA 750cc Supersport title on a YZF750R. If the Yamaha YZF600R is going to remain number one, it will have to be at the hands of a privateer. Is the bike strong enough a platform to guide an independent to victory over a renovated Honda and Kawasaki factory onslaught? That remains to be seen but is highly unlikely.

One thing is for sure, though, the YZF600R is a blast to ride. While we

Yamaha YZF600R

Specifications

ENGINE	
Type	Four-stroke, four-cylinder, dohc, 16-valve, liquid-cooled
Bore x stroke	.62 x 49.6mm
Displacement	.599cc
Compression ratio	12.0:1
Carburetion	(4) 34mm Keihin CVKD34
Ignition	Digital TCI
Starting system	Electric
Transmission speeds	6
CHASSIS	
Frame	Aluminum Deltabox
Suspension	
Front	41mm Kayaba, preload adj. fork
Rear	Monocross rising-rate w/ Kayaba preload/rebound damping adj. shock
Wheel travel	
Front	5.1 in.
Rear	4.7 in.
Rake/trail	N/A
Tires	
Front	120/60ZR17 Bridgestone Battlax BT-50F Radial
Rear	160/60ZR17 Bridgestone Battlax BT-50R Radial
Brakes	
Front	298mm dual disc w/ four-piston calipers
Rear	245mm disc w/ two-piston caliper
DIMENSIONS/CAPACITIES	
O/A length	81.1 in.
O/A width	28.5 in.
O/A height	46.5 in.
Wheelbase	55.7 in.
Ground clearance	5.3 in.
Seat height	31.9 in.
Fuel capacity	5.0 gal.
Claimed dry weight	406 lbs.
MSRP	\$6999



ENDURO
AMA National Championship Enduro Series

Round 1: Quicksilver National Enduro

Davis' day



By Joel Smith
Photos by Kinney Jones

COALINGA, CA, FEB. 19

While millions of motor racing fans sat glued to their television screens watching the Daytona 500, one of the least spectated forms of motor racing kicked off its series on the other side of the nation. In the low mountains outside Coalinga, California, the nation's best enduro riders assembled to contest the first round of the AMA National Enduro Series. With sunny skies and a race filled with protests, mishaps, and heavy competition, Kawasaki Team Green rider Ty Davis took top honors with a single-point victory over five-time National Enduro champ Randy Hawkins.

"This is what I have to do," David reported happily. "To win the series I have to win races."

In spite of the optimistic tone, things didn't look good at race's end, as Davis and Kawasaki initially filed a protest of the 12th and final check. "On the third loop," Davis said about the controversial check, "I was out on a mesa with Kelby (Pepper) and Joey (Hopkins) for five minutes looking for the trail. The marking was bad and we just kept going straight up a hill when the trail went the other direction."

Although it seems unlikely that Davis lost a full five minutes on his hunt for markings and still beat the rest of the field, he initially thought the mishap had cost him the race win. About an hour after the final rider had crossed the finish line, Davis and the Rambler's head referee rode out to the point in question.

(Above) Ty Davis began his quest for the National Enduro Championship on a high note by winning the opening round of the series in California.

(Right) Here, former champ Randy Hawkins drags his bike out of trouble. Despite how it might look, Hawkins had a good ride, finishing second overall, just one point behind winner Davis.



"Although I lost a lot of minutes and the club agreed the route was mis-marked," the Kawasaki rider claimed, "I knew I already had the win, so I didn't push the issue. I still would have liked to have the check dropped."

In defense of their protest, Kawasaki's off-road team manager Jose Gonzales said later, "Ty wasn't the only reason we were trying to protest the 12th check. A lot of guys were affected by the check. Take Kelby (Pepper) - he accumulated a total of 12 points and a lot of riders got lost in the same section."

Hawkins also criticized course markings: "I think the course was okay, but the marking was really poor, especially with how dusty it was...Back East they use arrows a lot more than ribbon, so it was a little harder for me to follow." In typical Southern hospitality, the native South Carolinian sounded apologetic about voicing his concerns.

"They (the Salinas Ramblers) did a good job with the race," he drawled. "I look forward to next weekend (round two in Wickenburg, Arizona)."

While no surprise, Hawkins' close

second-place finish puts him in a good position as the series makes its way back East. This is Davis' first real assault on the title, and as of yet, his skills in the tight and mucky Eastern terrain have yet to be adequately tested.

"If I do good in the first three or four races, I will race the rest of the series," Davis said. "Although it's not to my advantage to race back East, I feel like the whole last loop was really tight, with manzanita and rocks on the trail. If I can go fast there (in Coalinga), I can go fast back East."

Riders like Hawkins, Steve Hatch and Kevin Hines, on the other hand, thrive in the exhausting terrain typically found in races outside California. At last year's version of the Quicksilver, the trails resembled something between Jupiter and the Arctic Circle as Mother Nature added giant snowdrifts and muck to the already brutal terrain. CRE privateer Hines used the poor weather to his advantage and posted an early-season win. While the presenting Ramblers had been caught off guard by the unusual weather, this year the club planned alternate loops in case the weather went awry.

The course, which consisted of three loops, ran a cumulative total of 113 miles over the asbestos-laden foothills outside Coalinga. The first loop started with the release of the A-level riders, who were followed by the AA aces. In terms of overall difficulty, the first and second loop featured many of the chopped-out whoops that the area is famous for, and it wasn't until the third loop that things got tight and the front-runners began to drop points.

For many outsiders, the surprise finisher of the Quicksilver Enduro was third-placer and National Hare &

Hound Champion Danny Hamel. Although the Kawasaki pilot is not best known for his enduro speed, he has shown similar capabilities in races like the Tecate Enduro, where he has finished as high as second.

"Last year I rode three or four enduros including Coalinga, Lucerne (in Southern California) and the Alligator (in Florida)," Hamel said. "This is my best finish so far. I'm really happy with how I rode. Overall, I had a good weekend."

Like Hawkins, Hamel had dropped a



(Above) Defending National Enduro Champion Steve Hatch was slowed by a broken goggle strap in a tight and dusty section. He still salvaged fourth overall. (Left) National Hare & Hound Champion Danny Hamel continues to improve on his enduro skills; he finished third at the Quicksilver National. (Below) Hare Scrambles and Reliability Enduro Champion Rodney Smith placed fifth despite competing in his first enduro since he was 12 years old.



total of 18 points, but when the tie breaker scores were added up, the Suzuki rider got the nod. "Although I will concentrate on the Hare & Hounds and the SCORE Series again this year," said Hamel, noting his non-threatening relation to the enduro points chase, "I like the challenge and diversity of riding enduros. It's like game playing. You have to think, time things, and still ride fast."

Hatch, last year's National Enduro Champion, seemed the odds-on favorite after the first section, dropping just a single point. While Hatch kept this lead through the second loop, he had a dose of unfortunate luck in the form of a broken goggle strap on third and most difficult circuit. "The dust was really bad anyway, and that just made it worse," said a bloodshot Hatch, as Suzuki team manager Mike Webb prepared him a towel and eyewash. "I couldn't see very well, and Randy and Rodney (Smith) caught me from behind. I let Randy go by and a moment later I did a fourth-gear endo."

Despite having the insult added to injury, Hatch gathered strength and continued racing, though his chance at the win had already been lost.

Freak accidents seem to haunt Hatch, who last year nearly lost an eye when a tire carcass hit him while he was driving to a race. In spite of his misfortune at Coalinga, Hatch rallied to a solid fourth overall.

Former MX GP contender and current National Hare Scrambles and Reliability Enduro Champion Rodney Smith made the relatively short drive from his home in Oakley, California to race the Quicksilver, and finished fifth. "I came last year," Smith said, "but it was snowing so I decided not to race. This is the first enduro I have raced since I was 12 years old. I've got a lot to learn."

Smith, who might have finished better with some accurate timekeeping equipment, had a knowledgeable professor in teammate Hawkins. "Randy and I rode on the same minute," Smith said. "But I didn't program my own

computer and as it was, my computer was set on Steve's minute. He (Hawkins) was just cruising along and I kept thinking, 'Hey Randy! Get going, we're late.'"

When asked whether he would continue the series as it snakes its way across the U.S., Smith replied, "Like last year, I will concentrate on the reliability races, hare scrambles and I'm also going to race the GNCC (Grand National Cross Country) series." Also like last year, Smith is a heavy favorite to repeat those titles.

Off-road's version of the Energizer Bunny, Larry Roeseler, made the trek to Coalinga to show that although he may be backing off a bit compared to before, he hasn't forgotten how to twist the throttle. Roeseler, resembling a munchkin next to the hulking frame of teammate Hamel, was clean-faced and ready to ride after posting a respectable sixth-place finish. Rounding out the next four places were Colorado's Pepper, Easterner Mike Lafferty, multi-time Alligator Enduro winner Joey Hopkins and Doug Blackwell, respectively. **CN**

Quicksilver National Enduro Coalinga, California Results: February 19, 1995

O/A: 1. Ty Davis (Kaw) 17/283; 2. Randy Hawkins (Suz) 18/296; 3. Danny Hamel (Kaw) 18/376; 4. Steve Hatch (Suz) 19/353; 5. Rodney Smith (Suz) 20/303; 6. Larry Roeseler (Kaw) 22/409; 7. Kelby Pepper (Kaw) 24/392; 8. Jim Gray (KTM) 26/500; 9. Mike Lafferty (KTM) 32/524; 10. Donnie Book 32/527; 11. Doug Blackwell 32/588; 12. Matt Stavish 33/673; 13. Dave Flashberger 34/531; 14. Joe Hopkins 34/633; 15. John May 36/620; 16. Joe Bruce 36/869; 17. Greg Zitterkopf 37/711; 18. Joel Smith 37/734; 19. Mike Wallace 38/713; 20. Steve Silvestri 38/732.

B O/A: 1. Jeff Santos 88/1769; 2. Paul Brunelli 91/1828; 3. P. Peel 94/1828; 4. Mack 104/2022; 5. B. Caselden 105/2096; 6. J. Boardman 107/2099; 7. S. Boardman 110/2272; 8. Greg Trickett 112/2131; 9. B. Pine 124/2706; 10. David Weathers 135/3248; 11. R. Boyd 137/2350; 12. M. Hayes 176/5022; 13. D. Galford 572/2364; 14. P. Venuti 579/2639; 15. Ben Porschet 592/2511; 16. Butler 597/3281; 17. M. Sifton 627/3232; 18. C. Vasconcellos 635/3864; 19. Rolan McFadden 639/2337; 20. Jerry Blinkenberg 646/3596.

C O/A: 1. R. Bowser 19/60; 2. R. Harrison 34/328; 3. R. Farrar 39/260; 4. K. Crerar 41/86; 5. R. Tiesso 41/660; 6. E. Jenkins 44/223; 7. T. Elmore 45/211; 8. R. Pocher 48/339; 9. D. Auch 54/384; 10. Brian Carillo 59/263; 11. W. Newman 59/291; 12. H. Wong 62/1065; 13. D. Wright 66/753; 14. M. Quartararo 68/1126; 15. K. Jenkins 73/290; 16. M. Davis 75/286; 17. P. Hirely 77/122; 18. Jeff Clark 79/56; 19. S. Schroeder 81/254; 20. J. Wilgus 83/1536.

Briefly...

Although **Ty Davis** posted the overall win, not everything went easily for the Kawasaki pilot. "At the beginning of the week, the bike was a bare frame," Davis said. "**James Degaine** (former Kawasaki mechanic) came up to the house and worked on it for two days, but there was just too much to be done. At 11:00 p.m., we were still putting on the final touches." Inside sources note that Davis was spotted late at night, leaching a plate of spaghetti from a nearby camp while two Kawasaki mechanics messed with the wiring to his computer.

The much-anticipated **Kawasaki/Suzuki** battle started off strong at the opening National, complete with hushed tones and harsh stares. While Kawasaki was the first camp to dash up to the Salinas Ramblers with protests after the race, Suzuki promised to do likewise if any actions were taken to throw out the first check. The finishing order: 1st -

Kawasaki; 2nd - Suzuki; 3rd - Kawasaki; 4th - Suzuki; 5th - Suzuki; 6th - Kawasaki; 7th - Kawasaki. So where were the Honda, Yamaha and KTM protests, anyway?

Besides featuring some of Mother Nature's nastiest terrain, the final loop also featured some rather horrifying **un-natural terrain**, including a section where flag-men attempted to shuffle adrenaline-filled racers through a criss-cross intersection in the course. Further on in the loop, a group of bearded gentleman wearing open-faced helmets and intense stares were resolutely riding the race course backwards. And lastly, a group of recreational jeeps thought it would be fun to watch the racers go by from a scenic spot directly on the racecourse.

Noticeably missing from the cast of characters was last year's race winner **Kevin Hines**. Hines, who will contest much of this year's circuit, plans to pick up the series later in the schedule and use the AMA "throw-away" rule, which allows riders to discard two events from their final tallies.

By John Dickinson

Amos Bilbao turned on his famous cheeky grin when told that *Cycle News* was interested in an interview with him. "Tell them I like women, especially American women," was the diminutive Spanish trials star's instant response.

It was a typical remark from Bilbao, who is the greatest sporting rarity, a natural character. So many top-class sportsmen are so serious, so single-minded in their quest to be the best that they become one-dimensional. Sadly, motorcycle sport is full of them. Happily, when a genuine personality emerges, they shine all the brighter.

Such is Amos Bilbao.

In 1995, though, Bilbao will need all his natural humor to lift his game, as following five consecutive years as a fully supported factory rider for Fantic, Gas Gas and most recently Montesa, he now finds himself back on the privateers' bench. A disastrous 1994 season on the factory prototype Montesa saw Bilbao plummet down the World Championship rankings from a heady fourth in '93 (achieved on a very standard-looking Cota 312) to 12th last season - his worst result since he first scored World Championship points back in '88.

Bilbao's rapid fall from grace is a graphic illustration of the fragile existence of the international sports star. Headlines one day, history the next.

So as Bilbao faces his toughest season yet, there's time to look back on the career to date of World Championship Trials' most favorite character. And yes, Bilbao will answer the \$64,000 question - "What went wrong?"

Bilbao is the son of yet another Amos Bilbao, and the family hails from Bilbao, in northern Spain. Amos Sr. is a character in his own right, a squat, swarthy, archetypal Spaniard who will drink with anyone (he has a particular penchant for Scotch whiskey) and who can swear enthusiastically in several languages. He is all the more likable as, while being fully supportive, he leaves his son to get on with his own life. Schoolboy fathers please take note...

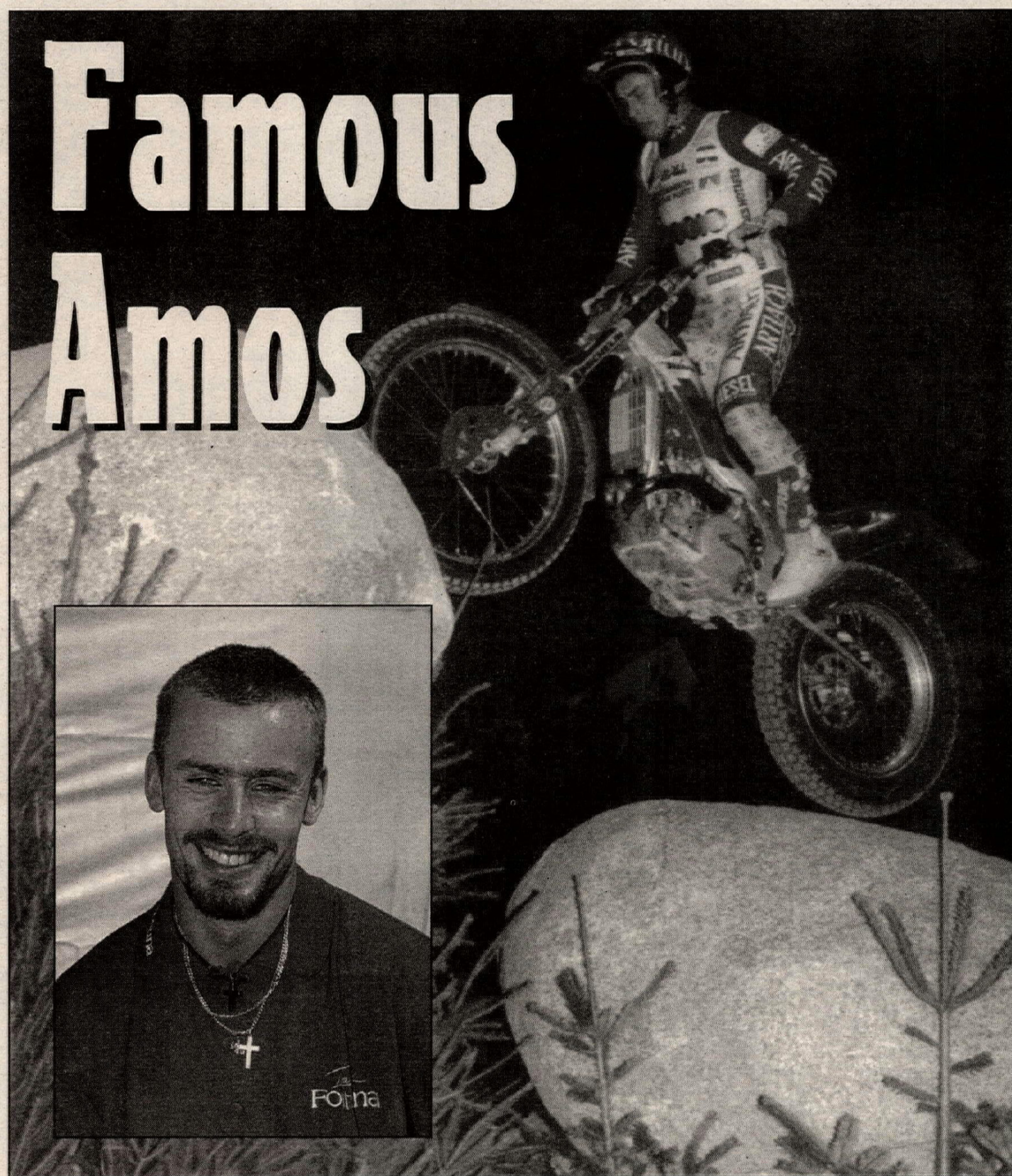
Amos Jr. joined the two-wheel off-road scene just like many others, entering competitions as a seven-year-old.

"For the first three years I mixed both trials and motocross," said Bilbao. "To tell the truth, my first love is motocross, and always was. I was quite good and won many races, but to me it was just great fun. Whatever I do, I like to have fun - you must understand that. But my parents did not like me riding motocross, they say it is too dangerous, and I was also not very big for my age."

"Then, when I was nine, I stopped riding motorcycles altogether and rode only bicycle trials until I was 16," said Bilbao. "I think this is why am still so enthusiastic about riding motorcycles. Many children ride every weekend from the time they are babies to when they are 20 and just burn out. I was good at bicycle trials and I enjoyed it, but I couldn't wait to get back onto a motorcycle."

So in 1986, at the age of 16, Bilbao was back riding trials with a Beta. There was no beating around the bush, either, as he dived straight in at the deep end, riding the Spanish World Round. That event was held at Peraloma, and for the record, he finished 41st.

"The problem I have is being too small and the sections are too big," said Bilbao. "I still have that problem, this is why I have to clean every section. I can't take a big safe foot like Jordi Tarres or Tommi Ahvala, because my legs are too



short. Maybe my foot won't touch the ground and I have a big crash. So, many times I either clean or crash."

Bilbao stayed with Beta, riding selected World Rounds in '87, and he was still with the Italian marque when he finally broke into the World Championship points in '88 with a fine 11th-place finish at the first World Round ever held in Luxembourg.

"I had a good year in 1988," said Bilbao. "I scored my first points and I finished the year 16th in the World Championship and also fourth in the Spanish Championship. For '89, I changed to Fantic because the Spanish importer Jaime Subira was helping me a lot. I think it was a good move because I scored points in all the World Rounds and finished eighth in the world and second in Spain."

Moving on to '90, Bilbao rode with a full-factory Fantic contract, but despite moving up to sixth in the world, he found that riding for Fantic was not the easiest job in the world. Bilbao cleverly avoids any questions about that point in his career, preferring not to talk about it. Bilbao moved to the hugely ambitious

Gas Gas factory in '91. Here, the natural Bilbao talent was to flourish.

"I had two brilliant years at Gas Gas," said Bilbao. "I was already living in the area to be near Subira while riding Fantic, and having a Spanish factory so near was perfect. I rode the 330 machine - I like power - and kept my sixth place in the World Championship in '91."

"In '92 I made the breakthrough and won my first World Championship trial at Kiefersfeldon in Germany," said Bilbao. "It was fantastic. And then I won again at the American round at Watkins Glen. I was riding at my best."

Actually, Bilbao was probably riding too well, as his success made him question his big position at Gas Gas. The Spanish concern saw Jordi Tarres as their best-ever chance of winning a World Championship for them, and had managed to entice him away from Beta.

"Gas Gas definitely wanted me to stay for '93 and offered me a very good contract," said Bilbao. "It was very easy for them to do that, but not so easy for me to accept! I thought I was riding well enough to be a number-one rider, or at least to be treated as an equal."

"Montesa had a new bike and came up with a very good deal. I thought that it was a good opportunity to be a number-one rider, especially as Honda was becoming more involved."

"In '93, I rode a standard Cota 312, tuned to how I wanted it. It worked very well and I was happy," said Bilbao. "I won another World Round in France, and was second twice in Luxembourg and Britain, and I was happy to keep fourth place in the world."

Which brings us to the big question. What went wrong in '94?

The plain hard facts are that in '93, Bilbao scored 152 championship points to secure his fourth-place ranking. In '94, he amassed just 45 points and slumped to 12th. After seven rounds, he had a mere 20, and only a late face-saving run saw him rescue a top 15 position.

According to many insiders, the problem lay with the special development machine which Montesa had provided for Bilbao. They had altered the steering geometry and to most "outsiders," the bike appeared to be unstable. Bilbao didn't seem able to balance, and all too

often, the pairing ended up on the ground in an untidy heap.

"Everyone wants me to blame the bike for last year, but that isn't entirely fair," Bilbao said. "To begin with, I was injured at the start of the season. I broke my shoulder in two places following a practice crash"

At this point in the interview, the famous Bilbao grin breaks out, but this time it is a bit sheepish. "I crashed while trying a supercross double jump...on my trials bike.

"This cost me 45 days away from bikes," said Bilbao. "When I came back Montesa had the new machine waiting. I wasn't anywhere near really fit, and the new machine wasn't right - it was too early to be riding it in competition, but this is what we had to do.

"Look, the bike was not perfect, but you can make any machine okay by altering it and changing parts," said Bilbao. "This is what we should have been doing, but there never seemed to be any time. We were having big problems with the bike - the chassis kept breaking, every time I rode the bike the frame broke and we had to repair it. This was the problem, we spent too much time repairing the bike and not enough time making it better.

"I have many big crashes from this bike and I did not want this, so I lost my confidence," Bilbao said. "Then I hear that maybe Colomer will be coming back to Montesa, so I think it is best if I get out.

"I know that what I have to do is get my confidence back quickly, and the way to do that is on a machine that I know is right and on which I feel good. This is why I have chosen the Beta. We will see.

"It won't affect my attitude. I will ride just the same. I like to ride fast, to entertain. People like to see me attack the sections and this is good. I think that trials should return to the rule that says no stopping in sections. It is much more exciting this way."

Bilbao, unfortunately, refuses to be drawn into discussing any of his epic crazy stunts - not for publication anyway.

"When I was young, I did everything full gas - in my car, it was 125 mph everywhere. Now I have slowed down a little. My best friend on the World Championship Series is Diego Bosis because he is as crazy as I am and we wind each other up."

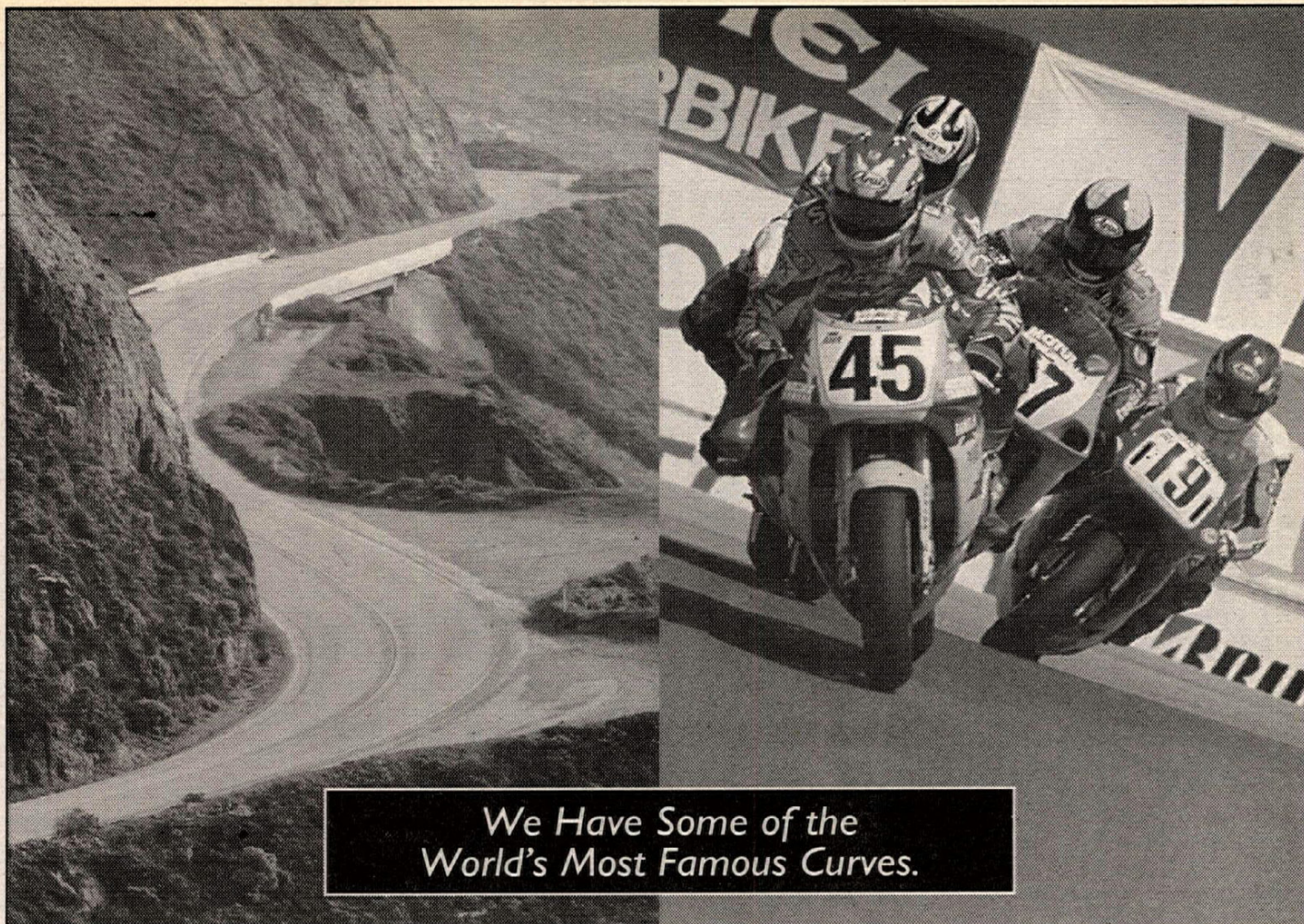
The most famous Bilbao stunt in an event was during the Gerona Indoor Trial at the end of the '93 season. At the peak of a high jump obstacle, Amos lost control and jumped off the back of his Gas Gas a good 15 feet in the air. As he dropped back to earth, he saw that his bike had landed and carried on upright, so he chased it down and jumped back into the saddle cowboy fashion. It brought the house down.

"I didn't mean to do that," said Bilbao. "I lost control and jumped off, but as I did this I thought that the world would think it was a statement - that I was throwing the Gas Gas away in my last ride before I switched to Montesa. So it was okay when I jumped back on."

And what does Bilbao think of America?

"I like the American way of life a lot," said Bilbao. "I have ridden there a few times and have made some good friends. I try to make friends everywhere I go - I think that is important. Also, I won a World Round in America, so it is a special place for me."

So, Amos Bilbao remains one of the most naturally gifted, and popular trials talents in the world. And his many fans everywhere will be urging him back onto the podium - and back onto a factory bike - where he belongs.



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RANDY HAWKINS - 2nd
STEVE HATCH - 4th
RODNEY SMITH - 5th



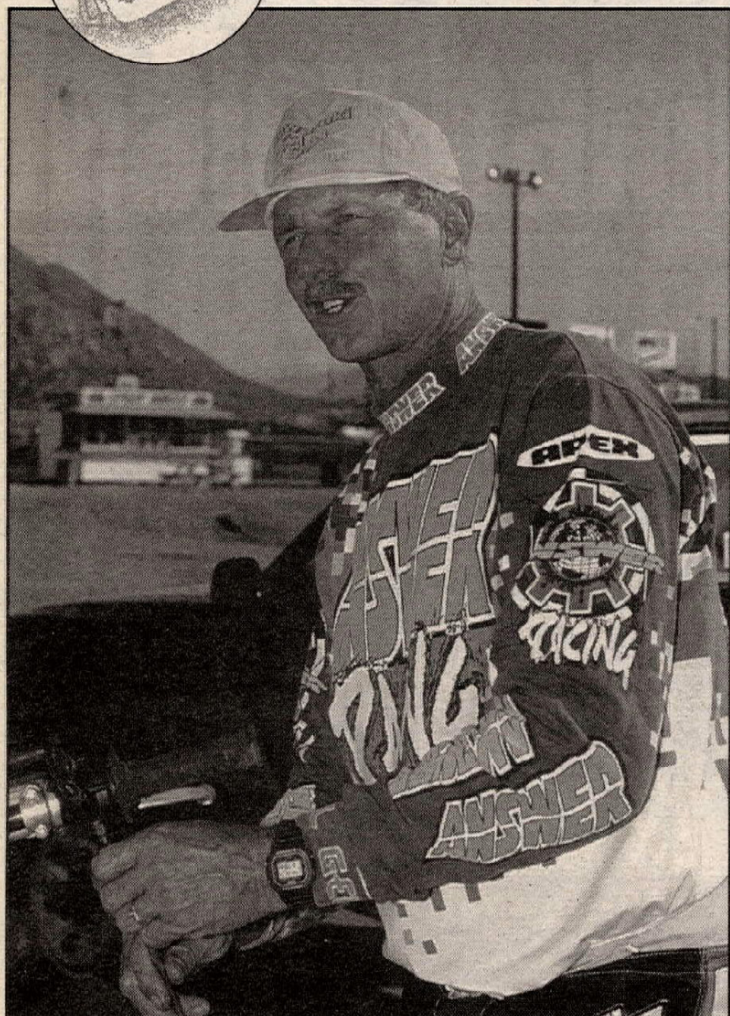
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INTERVIEW

Daytona Supercross Track Designer Gary Bailey

Track record



Gary Bailey has been riding at Daytona every year since 1971. On a tractor. Known first for his skill on a motorcycle as one of the most dominant motocross riders in the late '60s and early '70s, he has every year for the past 24 designed and been part of the construction crew for the supercross track at Daytona. The "Professor," as Bailey is known, virtually invented the motocross school (hence the name) and coaches some of the top riders in the U.S. Supercross Series, Larry Ward among them. The 1995 edition of the Daytona Supercross by Honda marks the silver anniversary for Bailey and Daytona, and according to Bailey himself it looks like he'll be going for gold. And that's quite a track record.

It seems about the only person who has been able to stop Jeremy McGrath lately is Gary Bailey.

The Daytona Supercross track is definitely not one of his favorites. I think, probably, because it's a little more outdoor than indoor. You try to make it as supercross as possible, but with the layout of it, it's obviously a lot faster race track. The outdoor guys really shine on a circuit like this. Conditioning plays a big role at Daytona so the guys like Mike Kiedrowski and Jeff Stanton, the tough ones really into training, dominate. **Mike Kiedrowski has had the key to winning at Daytona over the last two years. Is there anyone else out there who has the same determination?**

I think Mike LaRocco, definitely LaRocco. He may even be a bit sharper, right now, than Kiedrowski is. I'll tell you what, this may be the year McGrath gets the job done. McGrath has worked with a personal trainer this year (former MXer Gary Semics) and he's trying to get himself in better shape overall. He's not only trying to be in better shape for the Supercross Series, but also for the outdoor Nationals. He wants to prove that he's a National rider as well. I look for McGrath to be seriously in the hunt. If he gets a good start, I don't think anyone will run away from him.

There are certain limitations - such as a sprinkler and drainage system - which you have to work around when you design the Daytona Supercross course. What's in store this year?

I thought last year's track was a really good layout. I've got some new ideas on some jumps and I'd also like to change the way the course runs - but it's quite hard to do that given the limitations I work with. I had no complaints from the riders so I'm a bit leery of making any drastic changes since everybody was pretty happy with the track.

What does it take to construct the course?

We used limerock for years and it did a pretty good job. A few years ago we started using clay for the jumps and that makes them hold up a lot better. I use a lot of clay, a lot of limerock. I also try to use clay in the turns because if you use sand it ruts up and becomes a single-file line. We used to build the course with 50 large truck-loads of material. Now, we use about 85 because we build the jumps bigger. We still don't use near the amount the stadium courses do. We're in a fortunate situation because we can tear the grass up and it doesn't make any difference.

We begin the layout and marking of the track about two days after they run the Daytona 500. Because of other demands at the track during the break before Camel Motorcycle Week, it ultimately takes about 10 days to finish construction. It would take about five days if we could work at it all the time.

Does it seem like you've been design-

ing and building the course for 25 years?

The amazing thing is that I raced in the first four events and it really doesn't seem that long ago. To me, it only seems about 10 years. It's changed a lot. I've got photos at home for 1971 and '72. I thought the track was rough then... I thought we had a lot of obstacles. I laugh when I look at those pictures because there really wasn't anything there.

One of the things I've tried to do was change with the Speedway, so I try to make the track blend in with the "feel" of Daytona, like it's a permanent fixture instead of here for the race and then gone.

How did you get involved back in '71?

It was both Bill (France Jr.) and Jimmy (France) who had the idea. They were riding enduros at the time. They wanted somebody to come and look at the facility and give them some ideas. I was racing the Florida Winter-AMA Series at the time. I thought it was a good idea. My brother (Bob) and I had been involved in building a man-made course at Ascot Park so I kind of had a feel for what it was all about. I came over and so did Jimmy Weinert.

Weinert wanted to be more of a supervisor where I got out and did the hands-on stuff - staking out the track and things - while Jimmy pointed things out. When it came to building the first track, I got on the equipment and did the work while he still wanted to be a supervisor. I think that's kind of why I got the job.

The first track was constructed in the

infield. It was in the area of the East Horseshoe turn near the road race course. We thought we had a good track. We thought we had some water down. We thought the grass would hold. It turned into a nightmare because it got dusty right away.

Can you pick out one or two riders out of all those who have competed here, riders who really caught your eye?

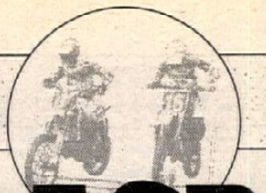
I'd have to say (1984 winner and oldest son) David Bailey. He had some good performances here. He was always in the situation where riders said, "Oh your dad built the race track." He was expected to do good. Most of the time, he hated the track. He would have built it differently than I did. I didn't consult him. I built it the way I wanted to build it.

Bob Hannah put in some great rides here. In the whoops, he was spectacular with his hang-on, flying-off-the-back-of-the-motorcycle-style of riding, but still wide open. Jeff Stanton wasn't spectacular, he just got the job done in no-nonsense style.

Any thoughts on the next 25 years?

It's been an honor to work for the Speedway and do this. I don't know how long they'll keep me doing it, but I hope they have me do it for as long as I come here and still get out there and do the hands-on work. For 25 years, I've driven the stakes, put up the pennants outlining the course. I don't have anyone else do that. I still help build 30 to 40 percent of the jumps with the equipment. I enjoy doing it. I don't like standing around just watching things get done.

ON



By Scott Hoffman

PALMDALE, CA, FEB. 19

Round four of CMC's Velvetouch Golden State Nationals stopped at the high desert track of Los Angeles County Raceway where in a display of excellent riding, a fit-and-trim-looking Mike Healey motored his Velvetouch/Inland Wheel Center-backed Honda to an overall win in the 125cc Pro class.

With this being the final round of the series before the two-day finale at Sunrise Valley Raceway, racers jockeyed for positions in the final point tally. At the start of moto one, Team SplitFire Kawasaki's David Pingree shot out to an early lead with Brian Deegan, Mike Healey and Scott Sheak trailing. Healey was first to make a move as he picked off Deegan during the second lap and set his sights on Pingree. Sheak encountered problems early which left him fighting for position back in the pack. Team Green/FMF rider Jeff Willoh put in an excellent ride, but by the time he was able to work his way to the front and past Deegan, the leaders were out of reach.

Up front, Healey and Pingree were at each other's throat. Every time Healey would try to put some distance between himself and Pingree, the SplitFire rider would counter and mirror his every move. As the race came down to the wire, Pingree was determined to keep the pressure on, and that's what he did. With less than a half a lap remaining, Pingree dove to the inside, stole Healey's line and put him over the berm.

"Pingree was right there, I had nowhere to go but over the berm," said Healey. "There was a little contact, but it was a good pass."

Pingree won the moto after a hard-fought race with Healey; Willoh finished a lonely third.

In moto two, Willoh was out to prove he was no slacker, as he railed the first turn and passed Pingree, Sheak and Healey. With Willoh out front, the early race was for the second spot. Healey was determined not to let Pingree get the best of him in the second moto. Healey first moved past Sheak, who made a slight mistake, and then set his sights on Pingree. In the blink of an eye Healey motored past Pingree and began to reel in Willoh.

Healey was soon all over Willoh, and the two riders swapped positions back and forth.

Healey jumped past Willoh for the lead, but Willoh came right back and repassed Healey. When the two riders made it to the back section, an overzealous Willoh jumped too far on the tabletop, and the subsequent impact knocked his carburetor out of place. With a disappointed Willoh out of the race, Healey cruised in to take the win. Sheak was able to make a last-lap pass to take second. Pingree finished third.

In the Vet Beginner class, Kirk Chapman took home the victory over fellow competitors Lee Saul and Mike O'Donnell, who won the first race by grabbing the early lead and holding on until the finish. Saul was in second during the early part of the moto, but ended up slowly slipping back to fourth by the end. Chapman fought his way through the field during the first moto to finish second behind O'Donnell. Chapman took over second after a last-lap pass on Jim Blankenship.

Moto two featured a slugfest for the lead. Danny Lawers had the early lead, but on the second lap Chapman was right there to take over. At that point

Healey hammers LACR



Chapman led the race, as Saul moved past Lawers for second, and O'Donnell lurked in fourth. At the halfway point, Saul squeezed past to take over the lead as O'Donnell moved into the third spot. Riders were swapping positions back and forth like trading cards, and when it came down to the last lap, Chapman emerged the victor followed by Saul and Lowers.

In other race action, mighty mite Chris Tocco gathered a set of moto wins to take the overall in the 60 (9-11) class. Tocco outlasted fellow racers Joshua Hansen and Sean Collier. In the first moto, Tocco beat out Hansen and a hard-charging Daton Beavers. In moto two it was again Tocco with Hansen, but this time Jesus Casillas held the third spot for the entire moto. **CN**

Los Angeles County Raceway Palmdale, California

Results: February 19, 1995 (Round 4 of 4)

P/W BEG: 1. Matt Contreras (KTM); 2. Ivan Shultz (Yam); 3. Taylor Gilmore (Yam); 4. Eddie Woodard (KTM); 5. Joseph Herrera (KTM).

P/W JR: 1. Michael Parker (KTM); 2. Ryan Roybal (Yam); 3. Chris Nihan (Yam); 4. Ricky Hemme (Yam); 5. Jared Tebo (Yam).

P/W MOD: 1. Jake Regan (Yam); 2. Kyle Booth (Yam).

60 (0-8): 1. Joshua Grant (Kaw); 2. Chris Nihan (Kaw); 3. Ryan Beat (Kaw); 4. Bill Bloom (Kaw); 5. Paul Peary (Kaw).

60 (9-11): 1. Chris Tocco (PAX); 2. Joshua Thompson (Kaw); 3. Sean Collier (Kaw); 4. Daton Beavers (Kaw); 5. Jesus Casillas (Kaw).

80 BEG: 1. R.J. Thompson (Kaw); 2. Lennie Lista (Hon); 3. Bryan McGavran (Hon); 4. Chad Gaumer (Kaw); 5. D.J. Priputen (Yam).

80 (7-11): 1. Bobby Bonds (Kaw); 2. Chris Tocco (Suz); 3. Austin Jones (Suz); 4. Jaun Brahec (Suz); 5. Scott Howe (Suz).

80 (12-13): 1. Jared Larson (Kaw); 2. Michael Young (Hon); 3. Bryan McGavran (Hon); 4. Sean Hamblin (Yam); 5. Johnathan Shimp (Suz).

80 (12-16): 1. Robbie Cause (Suz); 2. Jimmy Varis (Suz); 3. Ito Posca (Yam); 4. Bryan McGavran (Hon); 5. Monte Montague (Hon).

125 BEG D-1: 1. Shawn Haywood (Kaw); 2. Jonathan Shultz (Suz); 3. Dave Redrow (Kaw); 4. Andrew Labrador (Suz); 5. Josh Aheen (Hon).

125 BEG D-2: 1. Travis Smith (Yam); 2. Collens Hunsalcer (Yam); 3. Grawn Howell (Suz); 4. Greg Halverson (Suz); 5. Lydon Couch (Yam).

125 JR: 1. Mike Cingmars (Hon); 2. Danny Montoya (Suz); 3. Kenny Terracciano (Suz); 4. Jason Fonseca (Suz); 5. Greg Anderson (Suz).

125 INT: 1. Tim Beatty (Yam); 2. Jiri Dostal (Suz); 3.



(Above) David Pingree (41), Jeff Willoh (216) and Mike Healey (61) did battle in the 125cc Pro class during round four of the CMC/Velvetouch Golden State Nationals at LACR. After a first-moto shunt with Pingree, Healey rebounded to score the class win via 2-1 moto scores. (Left) Team Noleen/Sizzler/Yamaha's Kyle Lewis (15) wrestled with Healey (partially hidden) in the 250cc Pro class and came away with the overall victory. Healey salvaged second overall.

David Evilsizer (Kaw); 4. Jerry Aleman (Yam); 5. Caley Lytle (Hon).

125 PRO: 1. Mike Healey (Hon); 2. David Pingree (Kaw); 3. Brian Deegan (Hon); 4. Chris Wheeler (Suz); 5. Scott Sheak (Suz).

250 BEG: 1. Lanny Turner (Suz); 2. Cameron Craun (Hon); 3. Kike Licitra (Suz); 4. Mike Warrall (Yam); 5. Chris Scherer (Hon).

250 JR: 1. Tony Green (Kaw); 2. Brad Schultz (Yam); 3. Craig Monty (Kaw); 4. Bret Madan (Yam); 5. Dan King (Yam).

250 INT: 1. Pat Foster (Kaw); 2. Lance Johnson (Yam); 3. Scott Johnson (Suz); 4. Shawn O'Brian (Suz); 5. Chris Cooley (Yam).

250 PRO: 1. Kyle Lewis (Yam); 2. Mike Healey (Hon); 3. Rich Taylor (Hon); 4. Jeff Willoh (Kaw); 5. Chris Wheeler (Suz).

500 AM: 1. Rick O'Donnell (Hon); 2. Tim Couby (Hon); 3. Vince Baioni (Hon); 4. Gary Doggett (Hon); 5. Jon Hall (Hon).

500 PRO: 1. Rich Taylor (Hon); 2. Terry Fowler (Hon); 3. Shawn Wynne (Hon); 4. Pete Murray (Hon).

UTH AM: 1. Kevin Allman (Yam); 2. Rick O'Donnell (Hon); 3. Shawn Howard (Kaw); 4. Steven Hofmeister (Hon); 5. John Keefer (Yam).

UTH MSTR: 1. Darrin Hoer (Suz); 2. Dan Berg (Hon); 3. Malcolm Watson (Suz); 4. Eddie Davis (Hon); 5. Frankie Brundage (Kaw).

25+ PRO: 1. Mike Healey (Hon); 2. Jeff Matiasovich (Kaw); 3. Ray Sommo (Yam); 4. Gregg Dugan (Hon); 5. Jon Wilson (Suz).

VET BEG: 1. Kirk Chapman (Yam); 2. Lee Saul (Suz); 3. Mike O'Donnell (Hon); 4. Jim Blankenship (Hon); 5. Danny Lowers (Hon).

VET JR: 1. Bob Puda (Kaw); 2. Don Biava (Hon); 3. Scott Rekarek (Hon); 4. Mike Carr (Hon); 5. Vince Baioni (Hon).

VET INT: 1. Kevin Allman (Yam); 2. Steven Hofmeister (Hon); 3. Skip Godinez (Suz); 4. Steve Lawler (Yam); 5. Erik Beingsesser (Yam).

VET EX: 1. Dan Berg (Yam); 2. Martin Klossner (Yam); 3. Pete Murry (Suz).

OT AM: 1. Greg Yearsley (Yam); 2. Tim Mitchell (Kaw); 3. Lee Johnson (Yam); 4. W.G. Wilson (Suz); 5. Bob Dunham (Yam).

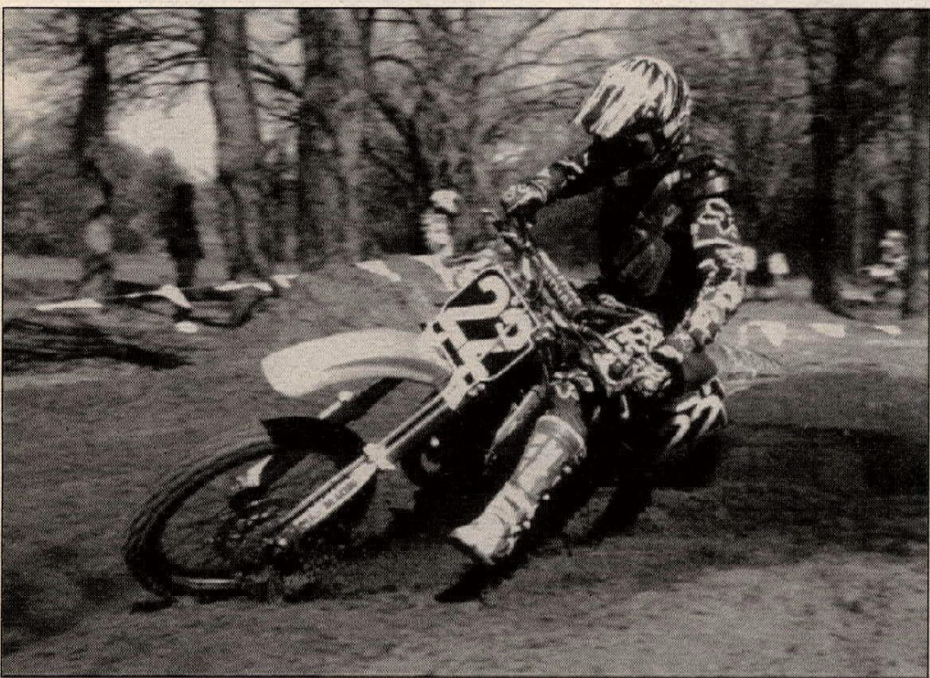
OT EX: 1. Rick Johnson (Hon); 2. Scott Freeman (Hon); 3. Marshall Marion (Yam); 4. Gary Doggett (Hon); 5. Alan Kent (Yam).

WMN: 1. Stacy Breamer (Yam); 2. Tricia Young (Yam); 3. Jamie Pamintuan (Suz); 4. Laurie Schipper (Suz); 5. Tina Handrelin (Yam).

Upcoming Round:
Final Round - Adelanto, California,
March 4-5, 1995

EVENTS

Edited by Scott Rousseau



AMA Mid-South Winter Hare Scramble Series: Round 7

Patterson pounds out Lawrenceburg win

By Paul Michels

LAWRENCEBURG, TN, FEB. 19

Reigning series champion Robert Patterson rode his Sarges Cycle Suzuki and came out on top of a star-studded field of AA riders during round seven of the AMA Mid-South Winter Hare Scramble Series, which was hosted by the North Alabama Trail Riders on their 6.7-mile course in the Southern Tennessee woods.

At the end of the first of six laps, Gene O'Neil emerged from the woods first, followed closely by Steven Smith. Doug Jones came through in third. Duane Conner worked his way into fourth and Patterson was on the move from a less-than-stellar start, taking fifth.

Conner wasted no time in moving to the front of the pack, and he displaced O'Neil by the end of the second lap. Patterson moved past Jones to hold down third. Terry Cunningham was also on the move from a slow start to move into fifth.

Patterson came through first at the end of lap three as O'Neil had problems

(Above) Team Kawasaki's Robbie Reynard appears to be healthy and ready to go for the 125cc MX Nationals as evidenced by his win in the 125cc Expert class at Oklahoma City Raceway.

(Top) Many riders stopped at the Pozo Saloon during the Hi-Mountain Dual Sport Ride, hosted by the Cal Poly Penguins.

and dropped from the top five. Cunningham picked up second as Conner also had a minor setback and came through in third. Jones continued in fourth as Conner moved steadily backward through the pack to fifth.

Lap four provided more lead changes than any other all day as Conner moved back into the lead at lap's end. Patterson held onto second only a couple of clicks ahead of Cunningham. Mike Cornett moved his new KTM into fourth after a slow start, and Jones consistently hung in fifth.

Conner continued in first until hitting a tree, smashing his hand and aggravating an old thumb injury. Patterson then battled with Cunningham for the lead but came through just clicks ahead at the end of the lap. Cornett kept pace with the leaders about 10 seconds back. O'Neil recovered from problems to move back into the top five.

After a long dry spell, Patterson put it all together to win a well-deserved overall with Cunningham taking second just a bike length behind. Conner dropped off the pace slightly, and a determined Jones moved back into fourth. Cornett came in a respectable fifth.

Results

AA/PRO: 1. Robert Patterson (Suz); 2. Terry Cunningham (Yam); 3. Duane Conner (Yam); 4. Doug Jones (Kaw); 5. Michael Cornett (KTM).

OPEN A: 1. Harvey Whitaker (Hon); 2. Mark Thurman (KTM); 3. Phillip Barker (Hon); 4. Rod Thurley (Hus).

250 A: 1. Mike Morris (Kaw); 2. Darryl Keunzer (Yam); 3. Steve Gordon (Kaw); 4. Todd Boone (Kaw); 5. Steve Ezell (Kaw).

200 A: 1. Chris McDonald (Kaw); 2. Jim Parsons (Kaw); 3. William Short (Hon); 4. Gary Copeland (Yam); 5. Jerry Castleman (Kaw).

VET A: 1. Scott Martin (Kaw); 2. Barry Brazier (Hon); 3. Kenny Satterfield (Kaw); 4. Gary Horton (Kaw); 5. Bob Kirchner (Yam).

SR: 1. Alan Brutto (Kaw); 2. Larry Still (Hon); 3. Sidney Robinson (Kaw); 4. Ronnie Hackett (Suz); 5. Tommy Todd (Hon).

S/SR: 1. John Giles (Yam); 2. Dan Freeland (KTM); 3. Guy Anderson (Kaw); 4. Mike Garrett (Hus); 5. Janson Dukes (Kaw).

WMN: 1. Suzy Fann (Yam); 2. Sara Broughton (Hon); 3. Eileen Crum (Suz).

125 B: 1. David McCall (Yam); 2. Woody Bramblett (Kaw); 3. Greg Jones (Suz); 4. Glen Wilson (Kaw); 5. Robert Clark (Hon).

200 B: 1. Marty Stinnett (Kaw); 2. Clint Robinson (Kaw); 3. Thomas Campbell (Kaw); 4. Kelly Working (Kaw); 5. Vance Rochelle (Kaw).

250 B: 1. Todd Wilson (Yam); 2. Chris Hicks (Kaw); 3. Timmy D'Pool (Kaw); 4. Lance Smith (Suz); 5. David Davis (Kaw).

OPEN B: 1. David Kidwell (KTM); 2. Chris Beard (Hon); 3. Robert Lich (Kaw); 4. Roger Hendon (Hon); 5. Barry Riggebee (KTM).

VET B: 1. Brian Brecci (Yam); 2. Dwane Munch (Hon); 3. Rob Stephens (KTM); 4. John Broughton (Hon); 5. Kip Haynie (Yam).

4-STRK: 1. Steve Thomas (Kaw); 2. Eddy Taylor (Kaw); 3. Cody Maxwell (Kaw); 4. Greg Prince (Hon); 5. Billy Proffitt (Hon).

L/W TRAIL: 1. Kevin Greekmur (Hon); 2. Scott Horton (Kaw); 3. Rusty Rodgers (Suz); 4. Donnie Rogers (Suz); 5. Jay Hopper (Suz).

H/W TRAIL: 1. Rod Lyonhurst (Yam); 2. Mark Jenkins (Suz); 3. Jason Tankersley (Suz); 4. Kenneth Holt (Suz); 5. Charles Lankford (Hus).

Indoor Trial of Monte Carlo

Colomer carries on

By Ignasi Bertran
Translation by Martin Belair

MONTE CARLO, FRANCE, FEB. 19

After winning the Indoor Trial of Monte Carlo, Marc Colomer is ever closer to repeating his victory in the FIM World Cup of Indoor Trials. The event was held beneath an enormous circus tent which created what may have been the world's first outdoor indoor trial. The 3000 seats available were quickly sold out, and it was standing room only for everyone else as they watched the new Montesa factory rider romp to his third major victory aboard his factory Cota 314.

Six very difficult sections greeted the world's best riders, many of whom suffered mechanical miseries. Finland's Tommi Ahvala broke the rear brake on his factory Fantic Section, while Colomer suffered a flat tire and Doug Lampkin broke his Beta's handlebar. Donato Miglio's Gas Gas suffered overheating problems. For their part, Bruno Camozzi and Jordi Tarres both took huge tumbles off the top of the castle section.

Brit Steve Colley was the only man able to keep Colomer in sight. Colomer, ever on form, carded the only single-digit loop score of the evening with an eight. Colley was four points back with 12, followed by new Beta man Camozzi with 19 and Lampkin with 21. Lampkin has yet to become a factor in the indoor events, though his participation has been steady.

Colomer was again the best man on the night with only one five and a victory against Colley in the racing showdowns.

Colomer's lead in the World Cup is now 141 over Tarres, who again failed to make the transfer to the final. With only three rounds remaining, Colomer's lead is very cozy.

"Our victory here is the best demonstration of the effectiveness of the work Montesa is doing," said Colomer. "I can-

not deny that my lead on the championship is large, but still, with three rounds to go there are a lot of points available. I consider it premature to think about the title."

Results

FINAL: 1. Marc Colomer (Mon); 2. Steve Colley (G-C); 3. Bruno Camozzi (Bet).

Dual Sport, Penguin style

By Cliff Ranney
Photo by Toke Thompson

SAN LUIS OBISPO, CA, FEB. 12

The Cal Poly Penguins M.C. proved that college students are capable of more than cramming for finals and chugging beer with their annual Hi-Mountain Dual Sport Ride, a replacement for the historic (but now defunct) Hi-Mountain Enduro.

Over 100 riders left the start on the California State University campus, crossed through town and turned onto Perfumo Canyon Road. At the top of the hill, the view to the north of Morro Bay and the Pacific was spectacular. From the summit, riders headed down See Canyon to Pismo Beach SVRA, north along the beach at the posted 15 mph limit to the exit in the town of Arroyo Grande. Many participants said they found riding on the beach to be a big thrill. From there, they headed northeast past Lopez Lake into the Los Padres National Forest.

After a quick stop at the Pozo Saloon, riders found themselves at the hard way/leasy way split. Those who chose the hard way got to experience some of the OHV/motorcycle trails of the Pine Mountain area of La Panza and Black Mountain. Both the vistas and the riding challenges were exhilarating.

After approximately 30 miles of aggressive dirt riding, most were ready for the road section that followed. The route went northwest on Highway 58, with an option to try out a motocross track. Participants then turned onto La Panza Road for a short pavement section to another bit of privately owned land. The hard way offered a very tight single-track trail. After seven miles, many were hungry for the barbecue and were ready to view the mountains atop the grassy hill.

The road back to Cal Poly was uneventful, aside from the ride down Questa Grade on Stagecoach Road. After 155 miles of awesome riding, the campus was a welcome sight.

Reynard roosts Oklahoma City Motocross

By Malcolm Wood

OKLAHOMA CITY, OK, FEB. 19

Team Kawasaki's Robbie Reynard was back to race speed at Oklahoma City Raceway on Sunday in a tune-up for the start of the AMA Nationals in Gainesville, Florida.

Reynard appeared to be unaffected by his shoulder as he made easy work of the 125cc expert class, finishing 1-1 as he motored to the overall victory. Reynard felt well enough to claim his share of money from the dash for cash, too, and earned some spending money for Florida.

The other half of "Team Reynard," Robbie's father Robert, was also in fine form. The elder Reynard finished 1-2 for second overall in the 35+ class. Robert looked strong with a first-moto win, but he couldn't hold off overall winner Truitt Rogers in moto two.

Lead by example seemed to be Mini Outlaw winner Johnny Marley's theme for the day. Marley showed the competition textbook form and blazing speed as he reeled in the overall victory. The same speed was also displayed by Chan Baker in the 250cc Intermediate class. Baker left the competition behind as he motored to take the checkered flag twice for the overall victory. Baker celebrated by roosting the finish-line flag man.

Results

P/W STK: 1. Kenny Cartwright (Yam); 2. Shawn Gros (KTM); 3. Justin Marley (Yam); 4. Trey Canard (KTM); 5. Steven Dearman (Yam).

P/W MOD: 1. Shawn Cook (Yam); 2. Chanse Davenport (KTM); 3. Kendall Owens (Kaw).

MINI BEG: 1. David Williams (Yam); 2. Chris Davis (Yam); 3. Joey Rawls (Kaw); 4. Josh Duke (Yam); 5. Luis Cartwright (Hon).

MINI MINI (6-8): 1. Aaron Canard (Kaw); 2. Shawn Cook (Kaw); 3. Preston Hamilton (Kaw); 4. Kendall Owens (Kaw); 5. Zack Davis (Kaw).

MINI MINI (9-11): 1. Bo Ralls (Kaw); 2. Thomas Hahn (Kaw); 3. Josh Cory (Kaw); 4. Chad Cook (Kaw); 5. Jeffrey Simon (Kaw).

MINI NOV: 1. Dennis Hotson (Suz); 2. Ryan Shipley (Suz).

MINI OUTLAW: 1. Johnny Marley (Yam); 2. Heath Frazier (Kaw); 3. Devin Ramsey (Suz); 4. Adam Carroll (Kaw); 5. Mike Odom (Hon).

MINI INT: 1. Heath Frazier (Kaw); 2. Chad Cook (Kaw); 3. Devin Ramsey (Suz); 4. Adam Carroll (Kaw); 5. Johnny Marley (Yam).

F/T: 1. Mike Jackson (Hon); 2. Drew Neubauer (Hon); 3. Mike Maple (Kaw); 4. Terry Trompeter (Kaw); 5. Kurt Lang (Hon).
125 BEG: 1. Jay Cheatham (Suz); 2. Chad Williamson (Hon); 3. Brett Brown (Suz); 4. Kenyon McKellar (Hon); 5. Brian Burke (Kaw).

125 NOV: 1. Mike Williams (Yam); 2. John Wolf (Hon); 3. C.J. Reiger (Hon); 4. Ryan O'Neil (Kaw); 5. Gregg Catrambone (Yam).
125 INT: 1. Ricky Peterson (Yam); 2. Shannon Niday (Kaw); 3. Neil Armond (Suz); 4. Adam Zarda (Hon); 5. Chris Griffin (Hon).
125 EX: 1. Robbie Reynard (Kaw); 2. Dennis Owens (Kaw); 3. David Casada (Kaw).

250 BEG: 1. Kevin Ford (Hon); 2. Justin Baldrige (Hon); 3. Dewayne Farley (Hon); 4. Jason Haag (Hon); 5. Malcolm Wood (Yam).

250 NOV: 1. Mike Williams (Yam); 2. Ken Voss (Yam); 3. C.J. Reiger (Hon); 4. Eddy Reimer (Kaw); 5. Billy Bridge (Suz).

250 INT: 1. Chan Baker (Hon); 2. Adam Zarda (Hon); 3. Kirk Martin (Hon).

250 EX: 1. Andy Anderson (Kaw); 2. Cody Anderson (Suz); 3. Kenny Bartram (Suz).

OUTLAW: 1. Jeremy Abney (Yam); 2. Monte Frank (Yam); 3. Kirk Martin (Hon); 4. Todd Sackett (Hon); 5. Allen Miller (Suz).

25+ NOV: 1. Wade Shook (Kaw); 2. Ken Voss (Yam); 3. Eddy Reimer (Kaw); 4. Donald Thomas (Yam); 5. Brett Bailey (Kaw).

30+: 1. Shannon Niday (Kaw); 2. Greg Brown (Suz); 3. Craig Elder (Hon); 4. Billy Spurlock (Suz); 5. Todd Curran (Hon).

35+: 1. Truitt Rogers (Kaw); 2. Robert Reynard (Kaw); 3. Roy Cannard (Kaw); 4. Kevin Chambliss (Hon); 5. Mike Forkner (Suz).

40+: 1. Jim Thomas (Yam); 2. Ronnie Cue (Yam); 3. Laverne Kelley (Kaw); 4. Randy Hemphill (Kaw); 5. Bad Bob (Hon).

WMN: 1. Laura Harris (Yam); 2. Kim Brown (Suz); 3. Brandi Davis (Kaw); 4. Mandy Wegert (Yam).

Kozlik grabs gold at Vulture Mine Hare & Hound

By Tony Tellier

WICKENBURG, AZ, FEB. 12

The 1995 Whiplash Motorsports desert racing season opened with a bang and a surprise as Ken Kozlik edged Team Green star Destry Abbott at the rocky Vulture Mine 100.

A less-than-sharp Abbott took a tumble on the first of three laps, and trailed Bryan Bruning and Kozlik into the pits. Abbott was feeling the effects of a slight shoulder separation suffered a day earlier. The injury, in addition to the bobble, as well as the high-speed sections and the difference in engine size, resulted in a 12-second deficit for Abbott at the finish.

Whiplash's previous '94 entry list was low, tallying only 35 bikes. But in an amazing turnaround, this event boasted 233 entries. The 33-mile course used part of the previous day's buggy course but was mainly run on semi-virgin mining roads and gravel washes, winding through huge strands of hypodermic-needled teddy bear cholla and forests of stately saguaros.

The Intermediate race was decided by a flat tire, as Preston Pierce and Kyle Krause raced neck and neck for almost two laps until Pierce's KTM 250 developed a flat front tire. Pierce's crew was unable to repair the tire and sent him back out on the course. Pierce gave it a good fight, finishing second behind Krause by a minute and a half. The two riders sandwiched 125cc Expert Jason Maffey.

Results

O/A: 1. Ken Kozlik (Kaw); 2. Destry Abbott; 3. Bryan Bruning; 4. Dayton Raper; 5. Dave Lennon.

PRO: 1. Ken Kozlik (Kaw); 2. Destry Abbott; 3. Bryan Bruning; 4. Matt Murphy (Hon); 5. Brian Storrie.

EX: 1. Dayton Raper; 2. David Lennon; 3. Mike Kozlik (Kaw); 4. Carlo Caya (Hon); 5. Dan Sutherland.

SR PRO: 1. Han Vanderwall (Hon); 2. Pat Presser (KTM).

SR EX: 1. Ed Zornes; 2. Pete Sheehan; 3. Wayne Decklever (Hon); 4. Pat Hoban; 5. Tom Schmidt (Hon).

SR: 1. Curt Jensen; 2. Jim Lasher; 3. Tom Young; 4. Jerry Halt; 5. Bruce Muster.

S/SR: 1. Ron Timmons; 2. Olen Webb; 3. Max Harris; 4. Jim Moore (Hon); 5. Emory Brocher.

WMN: 1. Kelly Yancey; 2. Kate Kochenderfer (Kaw); 3. Brandee Tomko.

INT: 1. Kyle Krause (Kaw); 2. Preston Pierce (KTM); 3. Todd Griswold; 4. Neil Goodell (Hon); 5. Gregg Aston.

NOV: 1. Rodney Bell; 2. Jim Vesterdal (Hon); 3. Jim Huffman; 4. Ken Mysterom; 5. Pete Glavas.

SPTS MN: 1. Mike Tongen; 2. Jason Cunningham; 3. Jim Durant; 4. LeRoy Butler; 5. Bryan Yeager.

BEG: 1. Bob Jablonsky; 2. Jim Lasher Jr.; 3. Dan Hayes; 4. Travis Jones; 5. Mike Sprague.

Yezek takes two at Reddick MX

By Kyle Myers

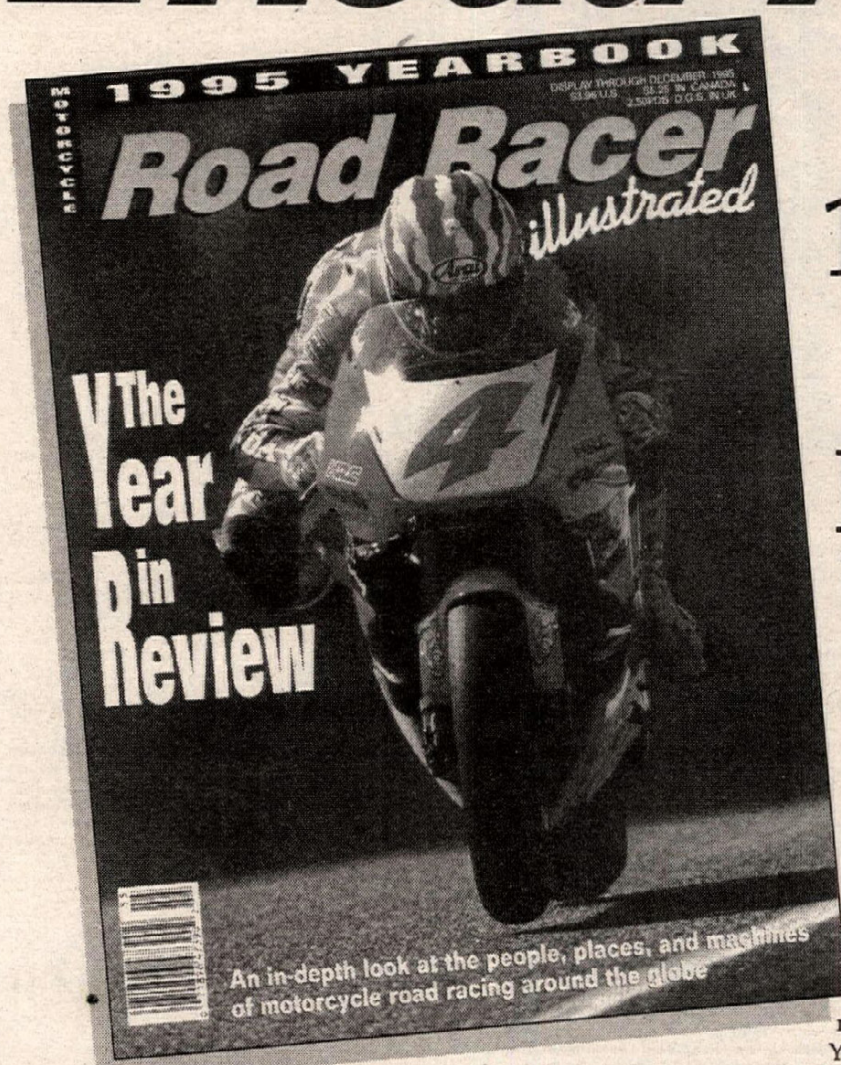
REDDICK, FL, FEB. 12

Davey Yezek destroyed the competition to claim the class win in the 125 and 250cc Pro classes when round three of the South Florida Motocross Series visited Motocross of Marion County.

Yezek won all four motos and took home the lion's share of the Pro purse on this cool day of racing.

In the first 125cc Pro moto, Yezek jumped out to the early lead over Tony Lorusso, Shaun Perolio, Barry Carsten and David Kratz. Yezek, Lorusso, Perolio and Carsten quickly worked themselves away from the 18-rider field to battle out front. Carsten slipped by Perolio at the end of the second circuit, as Yezek added to his lead. Perolio then fell, letting Kratz and Roy Snellinger by. Kratz then bobbed and Snellinger passed him to move into fourth. With Yezek out front, the battle for the runner-up position heated up. Carsten closed in on Lorusso and tried to

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CYCLE NEWS

March 8, 1995

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EVENTS



(Above) Travis Henrichs (45) took it to 'em in the Micro Mini class during DTRA ice racing action on Sandshore Lake. (Left) Shawn Seymour negotiates a rock while competing in the Master class at the PITS Goofy Trial in Patterson, California. Seymour finished third in the class.

Josh Padfield (Yam); 4. Brian Cici (Hon); 3. Patty Whitehouse (Suz).
250/500 B: 1. Charles Dunaway (Kaw); 2. Jeff Neillander (Hon); 3. Mike Bragg (Hon); 4. John Hauf (Hon).
250/500 C: 1. Mike Lepp (Kaw); 2. Greg Boyle (Hon); 3. Brain Merrick (Yam); 4. Bryan Corley (Hon); 5. Rob Breakfield (Kaw).
250 BEG: 1. Jason Garrett (Hon); 2. Kevin Kyvers (Kaw); 3. Danny Glover (Hon); 4. Dan Dyer (KTM); 5. Barry Ponder (Hon).
25+: 1. M. Deland (Kaw); 2. Dean Dyess (Hon); 3. Leo Jens (Suz); 4. Brent Trentham (Kaw).
30+: 1. Barry Ferrell (Yam); 2. John Hauf (Kaw); 3. Dean Dyess (Hon); 4. David Robertson (Yam); 5. Mike Sean (Yam).
35+: 1. Tom Bragg (Hon); 2. Randy Kelley (Kaw); 3. Mike Edwards (Kaw); 4. Mark Miller (Suz); 5. Tom Fogg (Kaw).
40+: 1. Tom Bragg (Hon); 2. Tom Fogg (Kaw); 3. Charles Lehigh (Hon); 4. David Millsaps (Yam); 5. Boyd Bradfield (Hon).
WMN: 1. Chris Cummings (Hon); 2. Patty Whitehouse (Suz); 3. Robin Miller (Hon); 4. Debbie Hrebal (Hon); 5. Tracey Taylor (Kaw).
125 PRO: 1. Davey Yezek (Kaw); 2. Barry Carsten (Suz); 3. Tony Lorusso (Suz); 4. Roy Snellinger (Suz); 5. Matt Maximoff (Yam).
250 PRO: 1. Davey Yezek (Suz); 2. Barry Carsten (Suz); 3. Roy Snellinger (Suz); 4. Tony Lorusso (Suz); 5. Dag Boyesen (Yam).

Clark visits "Goofy Trial"

By Dena Erwin

PATTERSON, CA, FEB. 18-19

Anxious to kick off the new season, 136 riders came to Frank Raines Park for the Sacramento PITS-sponsored "Goofy Trial" where nationally ranked top 10 rider John Clark stopped in for a visit.

The heavy winter rains had left plenty of water for the creeks and kept the dust down, ideal conditions for observed trials. The sunny weekend brought out not only local riders, but also John Clark, the ninth-ranked U.S. rider, all the way from Alabama. The 21-year-old arrived from Los Angeles on Saturday, where he had been busy with photo sessions for various motorcycle publications.

Clark is warming up for the National circuit, which starts in Prescott, Arizona, on April 22. Of Sunday's Class A trial, he said "It was a great trial. I had a tough time, but my bike ran great." Clark ran into trouble on what he called "loose cambers and creeks," which is far different from the terrain he rides in Alabama. Clark was beaten in Sunday's Master class by PITS rider Kip Webb, who scored the win by a margin of 32 points. Webb wrestled his Fantic through difficult sections, earning the respect of all who witnessed his aggressive style.

The event, considered difficult by many, included many other notable rides. Former ISDE gold medalist Dan Neilson, a relative newcomer to trials, conquered the Amateur class with a low 42 points, his closest competition coming from former speedway champion Rocky Robinson, another trials newcomer, who had 59 points.

Steve Darrow tallied only 27 points for the day, sweeping the Senior Amateur class. The Sportsman A class was taken by Lori Dana, and John Moore rode his Suzuki to victory in the Senior Sportsman A class.

Riding her first trial, Sandra Corbin competed in the Modern Classic division, winning with only three points for the day. Brothers Robbie and Nick Rasmussen each mastered their classes, Junior Advanced and Junior Intermediate, respectively. Mike Fenner took the Premier

Heavyweight Rigid Master class trophy atop his newly acquired 1954 BSA "Works Trialer," the same model that won the '54 British Trials Championship.

Results

Saturday
JR ADV: 1. Robbie Rasmussen (Fan); 2. Andy Johnson (Mon); 3. Greg Erwin (Yam).
JR INT: 1. Nick Rasmussen (Yam); 2. Melissa Fenner (Mon); 3. Ryan Musta (Yam).
JR BEG: 1. Tara Oswald (Ami); 2. Cody Webb (Hon); 3. Michael Frost (Yam); 4. Kaylee Oswald (Yam).
MOD BK D-1: 1. Kory Webb (Fan); 2. Ken Williams (Fan); 3. Justin Oakley (Mon); 4. John Lee (G-G).
MOD BK D-2: 1. Philippe Geslin (Mon); 2. James Muzzy; 3. Harold Eigenman (G-G); 4. Karen Oswald (G-G); 5. Charles Recasens (Kaw).
MOD BK D-3: 1. Mike Willis (Bet); 2. Joann Galbreath (Apr); 3. Eric Murray (Yam).
MOD BK D-4: 1. Lissa Shoun (Yam); 2. David Doudna. PREM H/W RIGID MSTR: 1. Mike Fenner (BSA). PREM H/W RIGID ADV: 1. Ira Shaw (AJS). PREM H/W RIGID: 1. Ed Meagor (BSA). PREM H/W MSTR: 1. Steve Darrow (AJS); 2. Derek Belvoir (Vel).
PREM H/W ADV: 1. Steve Martin (Mat). PREM L/W ADV: 1. John Geer (Gre). PREM L/W MSTR: 1. Mike Atkins (BSA). MODRN CLSSC D-1: 1. Ken Marecak (Hon); 2. John Moore (Suz); 3. Paul Olliges (Bul); 4. Keith Oakley (Yam); 5. Jeff Naff (Mon). MODRN CLSSC D-2: 1. Derek Tweedy (Yam); 2. Larry Warren (Bul); 3. Stephen Kusanovich (Yam); 4. Shawn Freiling (Yam); 5. Tom Rawson (Bul). MODRN CLSSC D-3: 1. Bill Laudner (Mon); 2. Jim Zopfi (Yam); 3. Denise Stanley (Yam); 4. Paul Reichardt (Bul); 5. Barbara DonCarlos (Yam). MODRN CLSSC D-4: 1. Sandra Corbin (Suz); 2. Karen Miller (Yam).
Sunday
SPTSMN A: 1. Lori Dana (Yam); 2. Leland Mason (Hon). SR SPTSMN A: 1. John Moore (Suz); 2. Steve Muscatell (Bul); 3. Derek Belvoir (Yam); 4. Paul Olliges (Yam); 5. Bert Fulwider (Yam). SR SPTSMN B: 1. Keith Oakley (Mon); 2. Neil Novack (Yam); 3. Ed Alari.
SPTSMN B: 1. Kory Webb (Fan); 2. Stephen Kusanovich (Apr); 3. Karl Youngbar; 4. Lori Booth (Yam); 5. Justin Oakley (Mon). MSTR: 1. Kip Webb (Fan); 2. John Clark (Mon); 3. Shawn Seymour (Apr). EX: 1. Neil Belvoir (Fan); 2. Howard Galbreath (Apr); 3. Dan Suffin (Bet); 4. Mitch Reichardt (Fan); 5. Hap Oswald (G-G). INT: 1. Barry Lowery (G-G); 2. Darrell Beer (Bet); 3. Todd Rumsey (Bet). SR AM: 1. Steve Darrow (G-G); 2. Jim Dana (G-G); 3. Bill Flewelling (G-G); 4. Steve Erwin (Mon). AM: 1. Dan Neilson (Apr); 2. Rocky Robinson (G-G); 3. Tony Sigala (Bet); 4. Tim Fergon (Apr); 5. Jeff Mason (G-G). VINT SPTSMN: 1. Ken Marecak (Hon); 2. Mike Fenner (Hon).

Henrichs hammers Sandshore Lake ice race

By Tim McBride

BETHAL, MN, FEB. 12

Six-year-old Travis Henrichs piloted his A.T. Systems/J.P. Weld-sponsored Yamaha PW50 to his third win of the season, as the Dirt Track Riders Association and the Bethal Fire Department hosted the eighth annual Ice Race Extravaganza on Sandshore Lake.

Although Henrichs' rival small-block competitor Cody Swenson scored wins during the last two DTRA venues, Henrichs' luck was about to change. Henrichs grabbed the holeshot at the start of the Micro Mini main event and led a procession consisting of Swenson, Lance Gassert and Randy Dibartol. The order remained the same until the checkered flag flew, with Henrichs earning the win by a comfortable margin.

A scary moment saw four-year-old Dibartol crash hard on the last lap while running fourth. Dibartol was a bit shaken, but courageously remounted and finished the race.

Just after the onset of the Open B class, a three-way battle for the lead took place between John Larson, Jason Larson and Mark Deal that lasted for the first five laps. Then, Joe Tromberg arrived on the scene. After gating midpack, Tromberg mounted a charge that saw him systematically pick off the three front-runners with each succeeding circuit. By lap eight of the 10-lap feature Tromberg was in control of the lead and pulling away. Tromberg then went on to score the win by a comfortable margin ahead of John Larson, Deal and the rest of the pack. After the race, Tromberg explained his new-found speed.

"I had my rear shock rebuilt by Davey Durelle (Durelle Racing Products)," Tromberg said. "It definitely made a big difference."

The Novice class saw three different leaders during the first half of the race. Eventually, Todd Lind worked his way to the front for good to score the win ahead of Todd Mathwig, Luke Wiitala, Jay Donnel and Troy Wiseth.

Last year Darren Chelin rewrote the DTRA record books by becoming the first rider to win each and every race of the season in the 250 B class. With only one race remaining, the only rider with a chance of matching Chelin's accomplishment is 10-year-old Adam Deal in the 80cc class. Deal scored yet another win ahead of Matt Powers and Adam Henrichs, but he had his work cut out for him. Henrichs won the heat

race but crashed out of contention while preserving Deal for the lead in the main event, allowing Deal to score the win.

Results

VET 30+: 1. John Larson (KTM); 2. Joe Tromberg (Hon); 3. Mark Deal (Hon); 4. Jeff Milbrandt (KTM); 5. Dan Zitir (W-R).
OPEN B: 1. Joe Tromberg (Hon); 2. John Larson (Hon); 3. Mark Deal (Hon); 4. Jay Tromberg (Yam); 5. Jason Larson (Hon).
250 B: 1. Jason Larson (Hon); 2. Darren Chelin (Yam); 3. Luke Wiitala (Hon); 4. Quentin Blomberg (KTM); 5. Marcus Bauer (Hon).
NOV: 1. Todd Lind (Yam); 2. Todd Mathwig (Hon); 3. Luke Wiitala (Hon); 4. Jay Donnel (Kaw); 5. Troy Wiseth (Hon).
80: 1. Adam Deal (Yam); 2. Matt Powers (Kaw); 3. Adam Henrichs (Hon).
50: 1. Travis Henrichs (Yam); 2. Cody Swenson (Suz); 3. Lance Gassert (Suz); 4. Randy Dibartol (Yam).

Bowman, McDaniel bank at Roebling Road Race

By Bob Applegate

FAULKVILLE, GA, FEB. 4-5

Florida's Jamie Bowman and California transplant Mark McDaniel earned wins and top purse money in the East Coast opening round of the Championship Cup Series at Roebling Road Raceway.

McDaniel's go in Heavyweight Superbike netted him the majority of the \$750 purse as he rode his Team Suzuki Sports GSXR750 to the win over Yamaha-mounted David McGrath and rookie Expert Todd Brank. Later Brank, along with local McGrath, gave McDaniel a little bit more of a run in the Heavyweight Supersport class. The two riders swapped back and forth before McDaniel settled into a winning pace for the last three laps.

Former Vance & Hines rider Jamie Bowman took top honors and dollars in the Unlimited GP. Hooters-sponsored Steve DeCamp led off the line but was swooped by Brank and Bowman on lap three. While Bowman ran off and hid on his on his Moto Liberty-sponsored CBR900, Brank and McDaniel battled on their Suzukis with McDaniel getting the better of Brank on the final lap for second place. Bowman earned \$200 for his efforts while McDaniel pocketed \$125 and Brank took home \$100.

Saturday's Expert GTO race was a battle royal and a who's who of Southern talent. Steve Decamp jumped out front on his Kawasaki until Bill Zearley stuffed by on lap three towing Mark McDaniel. Traffic came into play late in the race giving Brank and teammate Jonathon Bolton an opportunity to move up and sandwich Bowman in third. Zearley took the checkered on his Vic Fasola tuned ZX-7 with Brank second in only his first Expert weekend.

Twins racing continued to improve with technology as two Mid-Atlantic Region riders went on to whip the Lightweight Supertwins class. AHRMA Champ Michael Myers and multi-time Regional champ Donnie Unger charged on their radical Ducati 750SSs with Myers the winner after a racelap battle.

The tables were turned in the Heavyweight Supertwins class with a surprise attack by Doug Gross, who followed both Myers and Unger through traffic, picking off Myers first, then Unger on the next-to-last lap for the win.

Results

AM L/W S/BK: 1. Dale Osterndorf (Yam); 2. Keno Jarmusch (Yam); 3. Quentin Mise (Yam); 4. Todd Johnson (Yam); 5. Frank Saubier (Yam).
EX L/W S/BK: 1. George Reavis (Yam); 2. Michael Polston (Yam); 3. Richie Morris (Yam); 4. Sam Fleming (Yam); 5. Ian Lineberger (Yam).
AM M/W S/BK: 1. Josef Brenner (Hon); 2. Scott Harwell (Hon); 3. David Rose (Suz); 4. Kenneth Snyder (Hon); 5. Brent Baubach (Hon).
EX M/W S/BK: 1. Todd Brank (Hon); 2. Anthony Fania Jr. (Hon); 3. Ricardo Glock (Hon); 4. Tadd Siglow (Yam); 5. Leslie Horne (Hon).
AM H/W S/BK: 1. Stanton Simmerson (Duc); 2. William Moifrit (Kaw); 3. Scott Harwell (Hon); 4. Michael Wilson (Hon); 5. Terry Hicks (Kaw).
EX H/W S/BK: 1. Mark McDaniel (Suz); 2. David McGrath (Yam); 3. Todd Brank (Suz); 4. Steve Decamp (Kaw); 5. Jonathon Bolton (Suz).
AM L/W SS: 1. Dale Osterndorf (Yam); 2. Ken Jarmusch (Yam); 3. Quentin Mise (Yam); 4. Todd Johnson (Yam); 5. Robert Farley (Yam).
EX L/W SS: 1. Ian Lineberger (Yam); 2. Richie Morris (Yam); 3. David Pabst (Yam); 4. Michael Polston (Yam); 5. Keith Phillips (Yam).
AM M/W SS: 1. Scott Harwell (Hon); 2. Stacy Duncan (Hon); 3. David Rose (Suz); 4. Brent Baubach (Hon); 5. Kenneth Snyder (Hon).
EX M/W SS: 1. Brian Gibbs (Hon); 2. Michael Wilson (Hon); 3. Ricardo Glock (Hon); 4. Anthony Fania Jr. (Hon); 5. Dustin Sperber (Hon).
AM H/W SS: 1. William Moifrit (Kaw); 2. Kenneth Snyder (Hon); 3. Stacy Duncan (Hon); 4. Brent Lynch (Kaw); 5. Blake Landrum (Hon).
EX H/W SS: 1. Mark McDaniel (Suz); 2. David McGrath (Yam); 3. Todd Brank (Suz); 4. Michael Fitzpatrick (Yam); 5. Michael Wilson.
U/L SS: 1. Gene Church (Hon); 2. Earl Halford (Suz); 3. Todd Brank (Suz); 4. Michael Fitzpatrick (Hon); 5. Kevin Hunt (Hon).
AM L/W S/TW: 1. Matthew Richardson (Hon); 2. Jeffrey Griffith (Hon); 3. Michael Conforti (Kaw); 4. David Nystrom (Duc); 5. Mike Morgan (Duc).
EX L/W S/TW: 1. Michael Myers (Duc); 2. Donald Unger (Duc); 3. Greg Downey (Hon); 4. Frank Stroman (Kaw); 5. Scott Fetterolf (Duc).

AM H/W S/TW: 1. Stanton Simmerman (Duc); 2. Matthew Richardson (Hon); 3. James Ball (Hon); 4. Jeffrey Griffith (Hon); 5. Mike Morgan (Duc).

EX H/W S/TW: 1. Douglas Gross (Duc); 2. Donald Unger (Duc); 3. Michael Myers (Duc); 4. Damian Weber (Duc); 5. William Dietz (Duc).

AM SOLO GTU D-1: 1. David Babb (Hon); 2. Rob Wilson (Hon); 3. Brent Baubach (Hon); 4. David Rose (Suz); 5. Robert Guerra (Hon).

AM SOLO GTU D-2: 1. Darren Hartung (Hon); 2. Kenneth Snyder (Hon); 3. Scott Harwell (Hon); 4. Rod Hull (Yam); 5. Mark Brown (Yam).

EX SOLO GTU: 1. Ricardo Glock (Hon); 2. Anthony Fania Jr. (Hon); 3. Perry Melneucic (Hon); 4. Michael Wilson (Hon); 5. Edward Morgan (Yam).

AM SOLO GTO: 1. William Moffit (Kaw); 2. Stanton Simmerman (Duc); 3. Joe Hayes (Hon); 4. Rob Wilson (Hon); 5. David Rose (Suz).

EX SOLO GTO: 1. Bill Zearley (Kaw); 2. Todd Brank (Suz); 3. Jamie Bowman (Hon); 4. Jonathon Bolton (Suz); 5. Mark McDaniel (Suz).

AM SPTSMTN: 1. Michael Conforti (Kaw); 2. James Connell (Yam); 3. Rich Goularte (Suz); 4. Jason Hobbie (Yam); 5. Barry King (Yam).

EX SPTSMTN: 1. Tod Roman (Yam); 2. Derek King (Yam); 3. Frank Stroman (Yam); 4. David Back (Kaw).

AM L/W GP: 1. Mark Brown (Yam); 2. Dale Osterndorf (Yam); 3. Ronnie Miller (Yam); 4. Frank Saubier (Yam); 5. Lance Yeager (Yam).

EX L/W GP: 1. Perry Melneucic (Hon); 2. Joseph Skrocki (Yam); 3. Derek King (Yam); 4. Sam Fleming (Yam); 5. Hisaya Nakada (Hon).

AM M/W GP: 1. Michael Conlon (Hon); 2. Josef Brenner (Hon); 3. Kenneth Snyder (Hon); 4. David Rose (Suz); 5. Jim Haralson (Hon).

EX M/W GP: 1. Todd Brank (Hon); 2. Anthony Fania Jr. (Hon); 3. Perry Melneucic (Hon); 4. Michael Debrabant (Hon); 5. Leslie Horne (Hon).

U/L GP: 1. Jamie Bowman (Hon); 2. Mark McDaniel (Suz); 3. Todd Brank (Suz); 4. David McGrath (Yam); 5. Steve Decamp (Kaw).

U.S. TWSPTS: 1. Brian Gibbs (H-D); 2. Frank Stroman (H-D).
AM 125 GP: 1. Mark Brown (Hon); 2. Chuck Actor (Hon).
EX 125 GP: 1. David Back.

Franklin grinds at Brune's Mill Hare Scramble

By Bob Windham

COLUMBUS, TX, FEB. 12

Haydn Franklin bided his time and emerged with the AA class victory during round seven of the 1995 AMA/Tucker Rocky Texas Championship Hare Scramble Series at the Brune Ranch near Columbus, Texas.

The AA class has been highly competitive this season. In previous rounds, there has been only one repeat winner. Shaun Martin grabbed the holeshot and began to pull away from the pack. Series points leader Jeff Wilson blew out a berm in a loose turn, having to crawl out of a yaupon thicket and retrieve his bike before rejoining the fray. KTM of Ft. Worth-backed Haydn Franklin got things lined out, shifted into overdrive and ran away with the show. Franklin was absolute master of the extremely tight thickets that composed 40 percent of the nine and a half mile course. The Open A class furnished the overall A winner in the form of Mike Bradshaw. Greg Howard was the front runner in Vet A.

The 200cc A class played host to a total upset. Duggan Hartzog worked up to a four-minute lead only to get stranded in a bog. Jeremy Buckley seized his CR125 in one of the fast open stretches. Steven Selman was slowed with a flat tire. James Selman folded a foot between a footpeg and a stump, ending his day early. All the mishaps allowed Mike Spelling to step up and grab the 200cc A victory.

Four-stroke action was hot with Husqvarna-mounted Warren Rulau in charge of most of the show, but King Tiekens got the holeshot and was leading in the part that counted, at the checkered flag. Mark Andrews and Steve Weselik provided stiff competition with Andrews taking the third spot while Weselik parked his XR600 in a bog up to the seat. The highlight of the morning's event was a three-rider dogfight in the Junior class that put top-seeded Jonathan Buckley in the third spot behind Jason Thompson and Craig Chedsey. Support race overall honors were extended to Glen Gerner, winner of the Open C class. The 60cc action saw a flying Kyle Martin remain absolutely untouchable on the Mini loop.

Results

AA: 1. Haydn Franklin (KTM); 2. Shaun Martin (Hon); 3. Jeff Wilson (Yam); 4. Clifford Goertz (Suz).

O/A A: Michael Bradshaw (Yam).

SHORT O/A: Glen Gerner (Yam).

OPEN A: 1. Bert Reynolds (KTM); 2. Todd Tarver (KTM); 3. Dan Sell (KTM); 4. Ripley Woodard (Yam); 5. Brian Holmes (Kaw).

4-STRK: 1. King Tiekens (Kaw); 2. Warren Rulau (Hus); 3. Mark Andrews (Hon); 4. Blake Haynes (Hon); 5. Trevor Walker (Hon).

VET A: 1. Greg Howard (Yam); 2. Bob Marino (Yam); 3. Doug Paley (Kaw); 4. Don Murphy (Hon).

SR A: 1. Barry Franklin (KTM); 2. Howard Love (Kaw); 3. Darwin Huckabee (Hon); 4. Howard Juckett (Kaw); 5. Gene Hooker (Hon).

200 A: 1. Mike Spelling (Kaw); 2. Duane Badgley (Kaw); 3. Jay Roy (Hon); 4. Steven Harp (Kaw); 5. Stephen Selman (Kaw).

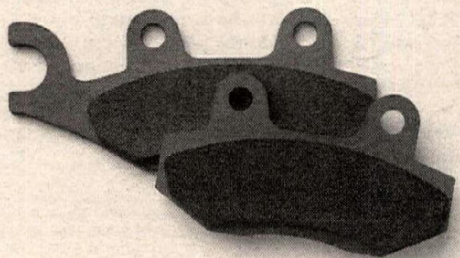
OPEN B: 1. Ronny Huckabee (Hon); 2. Todd Gaskill (Yam); 3. Brian Canion (Hus); 4. Bryan Davis (Hon); 5. Eddie Harrison (Yam).

VET B: 1. Alan Kisse (Hon); 2. Don Donald (KTM); 3. Mark Haight (Kaw); 4. Harvey Gartley (Hon); 5. Russ Clark (KTM).

JR: 1. Craig Chedsey (Suz); 2. Jason Thompson (Yam); 3. Jonathan Buckley (Hon); 4. Mike Vachar (Yam); 5. Michael Spohn (Suz).



Guts.

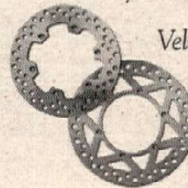


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EVENTS

200 B: 1. Rick Cartwright (Kaw); 2. David Mildren (Kaw); 3. Travis Allen (Yam); 4. Jody Martin (Kaw); 5. Bill Holland (Hon).
80: 1. Drew Dunbar (Yam); 2. Jeff O'Leary (Yam); 3. Joshua Laurence (Yam); 4. Cliff Martin (Yam).

SR B: 1. Billy Click (Hon); 2. John Michlowsky (Kaw); 3. Charles Laurence (Kaw); 4. Dan Kiblinger (Kaw); 5. Terry George (Kaw).

S/SR: 1. Bobby Reynolds (KTM); 2. Francis Hess (Yam); 3. Kenneth Langham Sr. (Kaw); 4. Nick Nickelson (Kaw); 5. Larry White (Yam).

OPEN C: 1. Glen Gerner (Yam); 2. Jarrod Goertz (Hon); 3. James Porter (Yam); 4. Curt Collier (Hon); 5. George Yarberry (Yam).

SPTSMM: 1. Gary Windham (Kaw); 2. Duggan Hartzog (Kaw); 3. Thomas Arthur (Yam); 4. Max Brill Jr. (Suz); 5. Ronald Twining (Hus).

200 C: 1. Tracy Terrell (Hon); 2. Tommy Senesac (Hon); 3. David Fluchel (Kaw); 4. Jeff Prokop (Suz); 5. Richard Brusselback (Kaw).

WMN: 1. Lorena Hancock (Kaw); 2. Danielle Lindemann (Hon); 3. Bonnie Phillips (Kaw).

60: 1. Kyle Martin; 2. Hank Hanson; 3. Zack Smith; 4. Brian Johnson; 5. Trey Choate.

Feely, Light land Curry County Short Track wins

By Clay Light

GOLD BEACH, OR, FEB. 19

Diminutive speedsters Chad Feely and Sean Light provided a good-size portion of the excitement at the indoor short track racing inside the Curry County Fairgrounds Exposition Arena on the southern Oregon coast.

Much like it has been throughout the Northwest for the past several seasons, the 80cc class has consistently drawn the largest numbers, and today was no exception. Both Light and Bo Ingel picked up heat race wins, and in the 80cc Division I final Light rode a frantic pace to pick up a win over sister Amy Light. Jessy Adams netted third.

Division II saw Ingel put his Suzuki out front, but the lead was short-lived as Feely sneaked a wheel inside and the Yamaha rider went on to a fairly easy win. Second went Ingel's way, while Honda-mounted Damien Saltzman picked up third-place laurels.

The 125cc final wasn't much of a surprise,

though, as Beau Brown returned to racing after an injury-induced five-week layoff and cake-walked to a win on his new 105cc-kitted KX. Brown left Ingels and Sean Light to scrap it out over second, which went to Ingel.

The day's closest racing came in the 251cc-Open A final. Bob Ingel won the class qualifier then pulled out to an early lead in the main and maintained it throughout the 20-lapper. A great second-place battle was waged between Cliff Keith, Jesse Blair and Cliff Helms. Keith held the spot for most of the race, but Blair found an opening and grabbed it for the remainder of the race to pick up second to Ingel's CR500. Helms got around Keith, with Chris Sheets picking up fifth aboard an RM125.

Results

251-OPEN A: 1. Bob Ingel (Hon); 2. Jesse Blair (Hon); 3. Cliff Helms (Hon).

125 A: 1. Beau Brown (Kaw); 2. Bo Ingel (Suz); 3. Sean Light (Kaw).

80 A (D-1): 1. Sean Light (Kaw); 2. Amy Light (Kaw); 3. Jesse Adams (Yam).

80 A (D-2): 1. Chad Feely (Yam); 2. Bo Ingel (Suz); 3. Damien Saltzman (Hon).

50 A: 1. Ross Kuhnle (Yam); 2. Brad Strong (Suz); 3. Corey Bye (Suz).

Steffy tops Salt Lake City AX

By Erich M. Sagers

SALT LAKE CITY, UT, FEB. 11

Kawasaki rider Scott Steffy grabbed the lead early, then walked away with Saturday's arenacross main event in Salt Lake City's Delta Center.

Chad Wallwork got the jump on the field in the 11-man main event but went wide on the first turn handing the early lead to Steffy. Chasing Steffy early on were Wallwork, Steve Liedburg, Brad Frampton, Dustin Headman and Brett Hutchings. Steffy got away from the pack and rode his own race without any problems or challengers. Staying off the brakes after the triple going into a tight left-hander, Liedburg passed the unsuspecting Wallwork for second

position and also pulled away. Wallwork's trouble wasn't over yet, as Frampton pressed him into making a mistake while setting up for the left-hander after the triple. Both Frampton and Headman capitalized on Wallwork's bobble by passing him on the inside in the same place Liedburg got by on the previous lap.

Now it was Frampton's turn for some bad luck. Three corners later, Frampton grabbed too much throttle and spun out just before a kicker jump. With the mishap, Frampton handed third place to Headman and fourth place to the quick-recovering Wallwork, while Frampton slipped all the way to sixth place. On the move was Honda rider Whipple, who charged from a seventh-place start to finally pass Wallwork on the white-flag lap for fourth place. Steffy took home the first-place money with Liedburg, Headman, Whipple and Wallwork rounding out the top five.

Results

MAIN: 1. Scott Steffy (Kaw); 2. Steve Liedburg (Kaw); 3. Dustin Headman (Suz); 4. J. Whipple (Hon); 5. Chad Wallwork (Yam).

Lanza smokes Cycleland Eurocross Opener

By Rex Harris

CHICO, CA, MAR. 19

Twenty-year-old Spanish national Oscar Lanza took advantage of a break in the AMA 125cc Western Regional Supercross Series and smoked the competition in the combined 125/250cc Pro class at Cycleland's Eurocross season opener.

Noticeably absent from the starting gate was Cycleland regular Lowell Moural, still recovering from injuries sustained at the Cow Palace Arenacross. However, over 100 moto maniacs showed up to do battle on the long European-style course.

Moto one saw Honda-mounted Lanza grab the holeshot with Tim Nobles, Mike Morgan, Marty Lukaszewski and Nikki Harris giving

chase. Positions changed quickly, however, as Shad Echelberger wasted little time putting his Kawasaki into fourth spot. Up front Lanza steadily pulled away from the pack, picking up a couple of seconds a lap. Another rider on the move was Honda pilot Dale Hanson, who had worked through the pack to fifth. As laps wore down, Echelberger slowly reeled in Morgan and made the pass shortly before the white flag waived. At the checkers it was Lanza followed by Nobles, Echelberger, Morgan and Hanson.

Moto two was just as exciting as the first, but this time Nobles was first out of the gate with Lanza, Echelberger, Rod Habig and Mark Cooper. Lanza quickly shot past Nobles and was starting to put some distance on the field again when he suddenly lost the front end in a slippery turn and went down. Lanza recovered quickly but not before both Nobles and Echelberger had gone past. Nobles' lead was brief, however, as Lanza had the afterburners on and retook the lead in less than a lap.

From that point on, Lanza simply disappeared from sight. At the finish it was once again Lanza, with Nobles, Echelberger, Habig and Morgan rounding out the top five.

Results

P/WW: 1. Bobby Barnes (Yam); 2. Jeremy Parks (Suz); 3. Darin Souza (Yam); 4. B.J. Powell (Yam); 5. Ricky Williams (Yam).
60: 1. Daniel Fowler (Kaw); 2. A.J. Perez (Kaw); 3. Chris Barnes (Kaw); 4. Robert Winters (Hon); 5. Jesse Lazzarino (Kaw).

80: 1. Matt Morgan (Yam); 2. Michael Anderson (Yam); 3. Evan Laughridge (Suz); 4. Eric Nye (Suz); 5. Nathan Davis (Yam).

125 BEG: 1. Aaron Burns (Hon); 2. Ryan Bast (Kaw); 3. Kasey Stewart (Hon); 4. Jordan Gomes (Kaw); 5. Richard Felix (Yam).

125 JR: 1. Mike Morgan (Yam); 2. Rod Habig (Hon); 3. Denny Chartier (Yam); 4. Jeff McCrory (Hon); 5. Nikki Harris (Hon).

250 BEG: 1. John Davis (Hon); 2. Alex Ringer (Kaw); 3. Ned Sullivan (Yam); 4. Troy Lancaster (Kaw); 5. Mike Jura (KTM).

250 JR: 1. Kurt Favre (Hon); 2. Aaron Osborne (Kaw); 3. Kenny Bellamy (Suz); 4. Wayne Peters (Kaw); 5. Matt Talbot (Cag).

125/250 PRO: 1. Oscar Lanza (Hon); 2. Tim Nobles (Suz); 3. Shad Echelberger (Kaw); 4. Danny Rutherford (Hon); 5. Mark Cooper (Hon).

VET: 1. Dave Pile (Hon); 2. Alan Thomason (Yam); 3. Steve Law (Hon); 4. Rick Nye (Suz); 5. Lance Sellers (Suz).

O/T: 1. Tony Milner (Yam); 2. Tom Oederkirk (Hon); 3. Lowell Moural Sr. (Hon); 4. Michael Rich (Hon); 5. Greg Winters (Suz).

PHOENIX

PHOENIX CIVIC PLAZA
DECEMBER 3 - 5, 1993

Fri: 5pm-10pm
Sat: 11am-10pm
Sun: 11am-6pm

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DECEMBER 10 - 12, 1993

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JANUARY 14 - 16, 1994

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Sun: 11am-6pm

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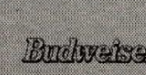
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FEBRUARY 11 - 13, 1994

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MARCH 10 - 13, 1994

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CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series

- 3/26 Eastern Creek, Australia, Rnd 1
- 4/2 Shah Alam, Malaysia, Rnd 2
- 4/23 Suzuka, Japan, Rnd 3
- 5/7 Jerez, Spain, Rnd 4
- 5/21 Nurburgring, Germany, Rnd 5
- 6/11 Mugello, Italy, Rnd 6
- 6/24 Assen, Netherlands, Rnd 7
- 7/9 Le Mans, France, Rnd 8
- 7/23 Donington Park, Eng., Rnd 9
- 8/6 Elkhart Lake, WI., U.S., Rnd 10
- 8/20 Brno, Czech. Republic, Rnd 11
- 9/17 Rio de Janeiro, Brazil, Rnd 12
- 9/24 Buenos Aires, Argentina, Rnd 13
- 10/8 Catalunya, Spain, Rnd 14

World Championship

Superbike Road Race Series

- 5/7/95 Hockenheim, Germany, Rnd 1
- 5/21 Misano, Italy, Rnd 2
- 5/28 Donington Park, England, Rnd 3
- 6/18 Monza, Italy, Rnd 4
- 6/25 Albacete, Spain, Rnd 5
- 7/9 Salzburgring, Austria, Rnd 6
- 7/23 Laguna Seca, CA., U.S., Rnd 7
- 8/6 Brands Hatch, England, Rnd 8
- 8/29 Sugo, Japan, Rnd 9
- 9/10 Assen, Holland, Rnd 10
- 10/15 Sentral, Indonesia, Rnd 11
- 10/29 Phillip Island, Australia, Rnd 12

World C'ship 125cc MX Series

- 4/2/95 Castiglione, Italy, Rnd 1
- 4/9 Bellguig, Spain, Rnd 2
- 4/30 Vila S. Cruz, Argentina, Rnd 3
- 5/14 Szczecin, Poland, Rnd 4
- 5/21 Norg, Holland, Rnd 5
- 5/28 Kaposvar, Hungary, Rnd 6
- 6/11 Foxhill, England, Rnd 7
- 6/18 Jinin, Czech. Republic, Rnd 8
- 7/2 Borgon Mag, San Marino, Rnd 9
- 7/8 Ifendic, France, Rnd 10
- 7/30 Pugeran, Indonesia, Rnd 11
- 8/13 Reil, Germany, Rnd 12

World C'ship 250cc MX Series

- 3/26/95 Talavera, Spain, Rnd 1
- 4/9 Valkenswaard, Holland, Rnd 2
- 4/23 Payame, Switzerland, Rnd 3
- 4/30 Maggiora, Italy, Rnd 4
- 5/21 Vanlaa, Finland, Rnd 5
- 5/28 Motala, Sweden, Rnd 6
- 6/11 Foxhill, England, Rnd 7
- 6/18 Cork, Ireland, Rnd 8
- 7/16 Maracay, Venezuela, Rnd 9
- 7/30 Gdynia, Poland, Rnd 10
- 8/6 Reisersberg, Germany, Rnd 11
- 8/20 Suzuka, Japan, Rnd 12
- 9/3 Chateau-du-Loir, France, Rnd 13

World C'ship 500cc MX Series

- 4/2/95 Arganil, Portugal, Rnd 1
- 4/23 Sittendorf, Austria, Rnd 2
- 5/7 Wohlen, Switzerland, Rnd 3
- 5/21 Loket, Czech. Republic, Rnd 4
- 5/28 Folkensange, Lxmbrg., Rnd 5
- 6/11 Cingoli, Italy, Rnd 6
- 6/18 St. Jean d'Ang, France, Rnd 7
- 7/2 Ballykelly, Ireland, Rnd 8
- 7/9 Hawkstone Park, England, Rnd 9
- 8/6 Namur, Belgium, Rnd 10
- 8/20 Rhenen, Holland, Rnd 11
- 8/27 Reutlingen, Germany, Rnd 12

World C'ship Enduro Series

- 4/2/95 Castellon, Spain, Rnd 1
- 4/9 Tomar, Portugal, Rnd 2
- 5/14 S. Severino Marche, Italy, Rnd 3
- 5/21 Prades De Salans, Fra., Rnd 4
- 6/11 Linkoping, Sweden, Rnd 5
- 6/18 Rihimaki, Finland, Rnd 6

World C'ship Trials Series

- 4/9/95 Warken, Luxembourg, Rnd 1
- 4/16 Hawkstone Park, England, Rnd 2
- 4/23 Sugar Loaf Mt., Ireland, Rnd 3
- 5/14 Bilstain, Belgium, Rnd 4
- 5/26 Nowy Targ, Poland, Rnd 5
- 6/4 Terni, Italy, Rnd 6
- 6/18 Bilbao, Spain, Rnd 7
- 6/25 St. Michel-de-Maurienne, France, Rnd 8
- 7/16 La Rabassa, Andorra, Rnd 9
- 8/20 Helsinki, Finland, Rnd 10

World C'ship Individual Speedway Series

- 5/20 Wroclaw, Poland, Rnd 1
- 6/17 Wiener-Neustadt, Austria, Rnd 2
- 7/8 Abensberg, Germany, Rnd 3
- 8/12 Linkopink, Sweden, Rnd 4
- 9/9 Vojens, Denmark, Rnd 5
- 9/30 Coventry, England, Rnd 6

World C'ship Ice Race Series

- 3/11-12 Assen, Netherlands, Rnd 1
- 3/18-19 Hamar, Norway, Rnd 2
- * 2/25-26 Frankfurt, Germany, Rnd 3
- * Final

Motocross des Nations

- 9/10/95 Svrepec, Czechoslovakia

Trials des Nations

- 9/24/95 Piesting, Austria

International Six Day Enduro

- 9/18-23/95 Jeleria Gora, Poland

AMA Grand Nat'l C'ship Series

- 3/11 Daytona Beach, FL, Rnd 1
- 4/1 Pomona, CA, Rnd 2
- 5/6 Harrington, DE, Rnd 3
- 5/13 *Henderson, KY, Rnd 4
- 5/28 Springfield, IL, Rnd 5
- 6/3 LaSalle, IL, Rnd 6
- 6/17 Dallas, TX, Rnd 7
- 6/24 Lima, OH, Rnd 8
- 7/2 Du Quoin, IL, Rnd 9
- 7/8 Lake Odessa, MI, Rnd 10
- 7/15 Hagerstown, MD, Rnd 11
- 7/22 Sedalia, MO, Rnd 12
- 7/29 Oklahoma City, OK, Rnd 13
- 8/6 Peoria, IL, Rnd 14
- 8/9 Rapid City, SD, Rnd 15
- 8/12 Denver, CO, Rnd 16
- 8/19 Indianapolis, IN, Rnd 17
- 8/27 Goshen, IN, Rnd 18
- 9/3 Springfield, IL, Rnd 19
- 9/9 Mechanicsburg, PA, Rnd 20
- 9/16 Rossburg, OH, Rnd 21
- 9/23 Knoxville, IA, Rnd 22
- 9/30 Sacramento, CA, Rnd 23
- 10/7 Pomona, CA, Rnd 24
- 10/15 Del Mar, CA, Rnd 25
- * Tentative

AMA 600 Nat'l C'ship

Dirt Track Series

- 3/10 Daytona Beach, FL, Rnd 1
- 6/11 Peoria, IL, Rnd 2
- 8/20 Converse, IN, Rnd 3
- 9/9 Castle Rock, WA, Rnd 4

AMA Harley-Davidson 883

Dirt Track Series

- 4/1 Pomona, CA, Rnd 1
- 5/13 *Henderson, KY, Rnd 2
- 5/28 Springfield, IL, Rnd 3
- 6/3 LaSalle, IL, Rnd 4
- 6/17 Dallas, TX, Rnd 5
- 7/2 Du Quoin, IL, Rnd 6
- 7/8 Lake Odessa, MI, Rnd 7
- 7/15 Hagerstown, MD, Rnd 8
- 7/22 Sedalia, MO, Rnd 9
- 8/9 Rapid City, SD, Rnd 10
- 8/12 Denver, CO, Rnd 11
- 9/3 Springfield, IL, Rnd 12
- 9/9 Mechanicsburg, PA, Rnd 13
- 9/23 Knoxville, IA, Rnd 14
- 9/30 Sacramento, CA, Rnd 15
- 10/7 Pomona, CA, Rnd 16
- 10/15 Del Mar, CA, Rnd 17
- * Tentative

AMA Regional Dirt Track

C'ship Series

- 3/3 Savannah, GA, Rnd 1
- 5/7 Springfield, OH, Rnd 2
- 5/20 Greenville, OH, Rnd 3
- 6/10 Dayton, OH, Rnd 4
- 6/23 Orrville, OH, Rnd 5
- 7/4 Frederick, MD, Rnd 6
- 7/7 Lake Odessa, MI, Rnd 7
- 8/25 Greenville, OH, Rnd 8
- 9/8 Castle Rock, WA, Rnd 9

U.S. Supercross Series

- 3/11 Daytona Beach, FL, Rnd 7
- 3/18 Indianapolis, IN, Rnd 8
- 3/25 Houston, TX, Rnd 9
- 4/8 Pontiac, MI, Rnd 10
- 4/22 Charlotte, NC, Rnd 11
- 4/29 Irving, TX, Rnd 12
- 5/20 Cleveland, OH, Rnd 13
- 6/3 Denver, CO, Rnd 14
- 6/10 Las Vegas, NV, Rnd 15

AMA 125/250cc National

C'ship MX Series

- 3/5/95 Gainesville, FL, Rnd 1
- 5/7 Sacramento, CA, Rnd 2
- 5/28 Mt. Morris, PA, Rnd 3
- 6/18 Budds Creek, MD, Rnd 4
- 6/25 Southwick, MA, Rnd 5
- 7/2 Buchanan, MI, Rnd 6
- 7/16 Troy, OH, Rnd 7
- 7/23 New Berlin, NY, Rnd 8
- 7/30 Millville, MN, Rnd 9
- 8/6 Washougal, WA, Rnd 10
- 8/27 Binghamton, NY, Rnd 11
- 9/3 Delmont, PA, Rnd 12

AMA National Championship

Enduro Series

- 3/19 Greensboro, GA, Rnd 3
- 4/2 Navarro, CA, Rnd 4
- 4/23 Forest Hill, LA, Rnd 5
- 5/7 Wellston, OH, Rnd 6
- 10/1 Turkey, TX, Rnd 7
- 10/15 Canton, IL, Rnd 8
- 10/29 Delaware City, DE, Rnd 9

AMA Superbike National

- 3/12 Daytona Beach, FL, Rnd 1

- 4/2 Pomona, CA, Rnd 2
- 4/30 Monterey, CA, Rnd 3
- 6/4 Indianapolis, IN, Rnd 4
- 6/18 Loudon, NH, Rnd 5
- 7/2 Memphis, TN, Rnd 6
- 8/27 Sonoma, CA, Rnd 7
- 9/3 East St. Louis, IL, Rnd 8
- 9/24 Chandler, AZ, Rnd 9
- 10/8 Las Vegas, NV, Rnd 10

AMA National Championship

Reliability Enduro Series

- 4/29-30 Crosbyton, TX, Rnd 1
- 5/27-28 McArthur, OH, Rnd 2
- 6/3-4 Idaho City, ID, Rnd 3
- 6/10-11 Tillamook, OR, Rnd 4
- 6/24-25 McMinnville, OR, Rnd 5

AMA National Championship

Hare Scrambles Series

- 4/9 Hurricane Mills, TN, Rnd 2
- 5/14 Wilson, LA, Rnd 3
- 5/21 Roseburg, OR, Rnd 4
- 7/9 Kahoka, MO, Rnd 5
- 7/16 Speedville, NY, Rnd 6
- 10/8 Millfield, OH, Rnd 7
- 10/22 Lynnville, IN, Rnd 8
- 11/5 Kent, WA, Rnd 9

AMA National Championship

Hare & Hound Series

- 3/19 Murphy, ID, Rnd 2
- 4/8 Jericho, UT, Rnd 3
- 4/23 Lucerne, CA, Rnd 4
- 10/1 Reno, NV, Rnd 5
- 10/22 Johnson Valley, CA, Rnd 6

AMA/NATC National C'ship

Observed Trials Series

- 4/22 Prescott, AZ, Rnd 1
- 4/23 Prescott, AZ, Rnd 2
- 4/29 El Centro, CA, Rnd 3
- 5/20 Cayuta, NY, Rnd 4
- 5/21 Elizabethtown, PA, Rnd 5
- 5/27 Exeter, RI, Rnd 6
- 5/28 Exeter, RI, Rnd 7
- 8/26 Canon City, CO, Rnd 8
- 8/27 Canon City, CO, Rnd 9
- 9/2 Tillamook, OR, Rnd 10
- 9/3 Lee's Camp, OR, Rnd 11

AMA/Wiseco/Yamaha/Dunlop/

Moose/ITP National Cross

Country Series

- 3/7 Ocala, FL, Rnd 1
- 3/26 Hickory, NC, Rnd 2
- 4/9 Hurricane Mills, TN, Rnd 3
- 4/30 Brownsville, PA, Rnd 4
- 5/21 Boyers, PA, Rnd 5
- 6/4 Elkins, WV, Rnd 6
- 6/18 Elizabeth, WV, Rnd 7
- 8/27 Millfield, OH, Rnd 8
- 9/17 Bunner Ridge, WV, Rnd 9
- 10/1 Jewett, OH, Rnd 10
- 10/15 Mt. Morris, PA, Rnd 11
- 10/29 Crawfordsville, IN, Rnd 12
- Info 304/594-1157

AMA Championship Mid South

Winter Hare Scrambles Series

- 3/19 Cadiz, KY, Rnd 5
- 4/2 Fordsville, KY, Rnd 6
- 4/23 Mannington, KY, Rnd 7
- Info 615/331-1475 or 615/859-0873

AMA Loretta Lynn

Qualifying Series

Northeast Region

- 3/25-26 Danville, VA
- 4/1-2 Budds Creek, MD
- 4/8-9 Wallkill, NY
- 4/15 Hanover, PA
- 4/22-23 Delmont, PA
- 5/6-7 Southwick, MA
- 5/13-14 Auburn, NY
- 6/3-4 Indiana, PA
- 6/17-18 Amateur Regional
- Armaugh, PA
- 6/24-25 Youth Regional
- S. Edmeston, NY

Southeast Region

- 3/19 Ocala, FL
- 3/25-26 Blountville, TN
- 4/1-2 Sanford, NC
- 4/29-30 Kingsport, TN
- 5/6-7 Roberta, GA
- 5/20-21 Christiana, TN
- 6/10-11 Amateur Regional
- Macon, GA
- 6/17-18 Youth Regional
- Reddick, FL

Southcentral Region

- 4/2 Great Bend, KS
- 4/22 Tyler, TX
- 5/7 Albuquerque, NM
- 5/14 Rusk, TX
- TBA Natalia, TX
- 6/17-18 Amateur/Youth Regional
- Tyler, TX

Southern Ca. Region

- TBA Hollister, CA

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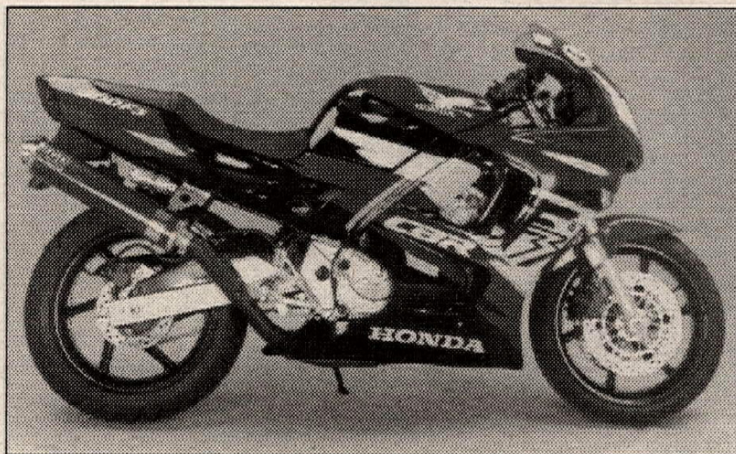
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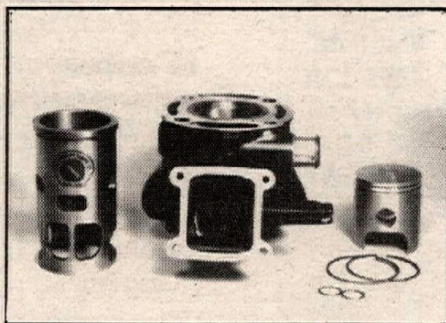
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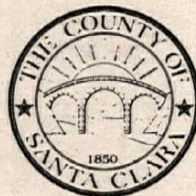
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Sun, Mar. 12	Old Timers Nationals	L.A.C.R.	
Sun, Mar. 12	CRC MX	Castaic Lake	
Sun, Mar. 19	AHRMA	L.A.C.R.	
Sun, Mar. 19	CRC "Outlaw" GP	Edwards AFB	
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CRC Info (805) 272-8889			

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Southwest Region

4/30 Peoria, AZ

Northwest Region

TBA Clarks Branch, OR

Midwest Region

4/8-9 Mitchell, IN

4/15-16 Milfield, OH

4/22-23 Hortonville, IN

4/29-30 Bloomingdale, MI

4/29-30 Dover, OH

5/6-7 Sugar Grove, OH

5/13-14 Millington, MI

5/13-14 London, KY

6/17-18 Youth Regional

Buchanan, MI

6/24-25 Amateur Regional

N. Webster, IN

Northcentral Region

3/25-26 Kahoka, MO

4/1-2 Casey, IL

4/2 Great Bend, KS

4/8-9 Lowes, KY

4/22-23 Hoopston, IL

5/6-7 Lake Geneva, WI

6/17-18 Amateur Regional

Lowes, KY

6/24-25 Youth Regional

Hoopston, IL

AMA Loretta Lynn Nationals

8/7-12 Hurricane Mills, TN

Info 419/478-5386

C'ship Cup Pro-Am Series

Florida Region

3/4-5 Daytona, FL

3/18-19 Palm Beach Gardens, FL

4/8-9 Bloomingdale, GA

4/22-23 Palm Beach Gardens, FL

5/29 Palm Beach Gardens, FL

6/17-18 Talladega, AL

6/24-25 Palm Beach Gardens, FL

7/15-16 Palm Beach Gardens, FL

7/29-30 Bloomingdale, GA

8/12-13 Palm Beach Gardens, FL

9/2-3 Bloomingdale, GA

9/9-10 Palm Beach Gardens, FL

* 10/21-22 Daytona, FL

12/9-10 Palm Beach Gardens, FL

Great Lakes Region

4/1-2 Topeka, KS

5/13-14 Elkhart Lake, WI

5/20-21 Minnetonka, MN

6/10-11 Grattan, MI

7/1-2 Grattan, MI

7/29-30 Rockton, IL

8/26-27 Grattan, MI

9/16-17 Grattan, MI

10/7-8 Grattan, MI

* 10/21-22 Daytona, FL

Mid-West Region

4/1-2 Topeka, KS

4/15-16 Rockton, IL

5/13-14 Elkhart Lake, WI

5/20-21 Minnetonka, MN

6/17-18 Rockton, IL

7/8-9 Rockton, IL

7/29-30 Rockton, IL

8/12-13 Rockton, IL

8/26-27 Grattan, MI

9/9-10 Rockton, IL

* 10/21-22 Daytona, FL

Southeast Region

3/4-5 Daytona, FL

4/8-9 Bloomingdale, GA

4/22-23 Talladega, AL

5/27-28 Bloomingdale, GA

6/17-18 Talladega, AL

6/24-25 Braselton, GA

7/29-30 Bloomingdale, GA

8/12-13 Braselton, GA

9/2-3 Bloomingdale, GA

9/30-10/1 Talladega, AL

* 10/21-22 Daytona, FL

Great Plains Region

4/1-2 Topeka, KS

4/15-16 Rockton, IL

5/20-21 Minnetonka, MN

6/17-18 Rockton, IL

7/15-16 Topeka, KS

8/26-27 Topeka, KS

* 10/21-22 Daytona, FL

Mid-Atlantic Region

4/22-23 Talladega, AL

5/6-7 Summit Point, WV

5/27-28 Bloomingdale, GA

6/10-11 Summit Point, WV

6/24-25 Braselton, GA

7/22-23 Summit Point, WV

8/12-13 Braselton, GA

* 10/21-22 Daytona, FL

Northeast Region

4/15-16 Loudon, NH

5/6-7 Loudon, NH

5/27-28 Bridgehampton, NY

6/10-11 Loudon, NH

7/1-2 Bridgehampton, NY

7/15-16 Loudon, NH

7/29-30 Bridgehampton, NY

8/26-27 Loudon, NH

9/2-3 Bridgehampton, NY

9/16-17 Loudon, NH

10/7-8 Loudon, NH

* 10/21-22 Daytona, FL

Southwest Region

5/6-7 Las Vegas, NV

5/20-21 Chandler, AZ

6/17-18 Chandler, AZ

9/2-3 Las Vegas, NV

9/16-17 Chandler, AZ

10/7-8 Chandler, AZ

* 10/21-22 Daytona, FL

12/2-3 Chandler, AZ

* Race of Champions

* WERA Sportsman

Championship Series

Mid-Atlantic Region

4/8-9 Summit Point, WV

4/22-23 Rockingham, NC

6/10-11 Garrettsville, OH

7/8-9 Garrettsville, OH

7/20-24 Clermont, IN

8/5-6 Summit Point, WV

8/12-13 Rockingham, NC

9/2-3 Garrettsville, OH

10/7-8 Summit Point, WV

Southeast Region

3/18-19 Faulkville, GA

4/22-23 Rockingham, NC

5/13-14 Talladega, AL

6/10-11 Faulkville, GA

7/1-2 Talladega, AL

7/15-16 Faulkville, GA

7/20-23 Clermont, IN

8/12-13 Rockingham, NC

8/26-27 Talladega, AL

9/30-10/1 Faulkville, GA

North Central Region

4/1-2 Clermont, IN

4/8-9 Grattan, MI

5/6-7 Grattan, MI

5/20-21 Mt. Meridian, IN

7/20-24 Clermont, IN

8/5-6 Fairmont City, IL

8/12-13 Mt. Meridian, IN

9/9-10 Grattan, MI

9/30-10/1 Mt. Meridian, IN

Mid-Central Region

3/25-26 Talladega, AL

4/1-2 Clermont, IN

4/29-30 Fairmont City, IL

5/20-21 Mt. Meridian, IN

6/2-4 Hallett, OK

7/20-23 Clermont, IN

8/5-6 Fairmont City, IL

8/12-13 Mt. Meridian, IN

8/26-27 Talladega, AL

South Central Region

3/18-19 College Station, TX

4/8-9 Henderson, TX

5/6-7 College Station, TX

6/2-4 Hallett, OK

7/1-2 Henderson, TX

7/20-23 Clermont, IN

8/5-6 College Station, TX

9/2-3 Hallett, OK

9/30-10/1 College Station, TX

Southwest Region

3/5 Las Vegas, NV

4/2 Las Vegas, NV

TBA Las Vegas, NV

Info 803/681-9372

* Tentative

* WERA Grand National Final

10-11/15 Braselton, GA

Info 803/681-9372

* Tentative

* WERA Nat'l Challenge Series

5/5-7 College Station, TX, Rnd 1

5/19-21 Braselton, GA, Rnd 2

5/26-28 Summit Point, WV, Rnd 3

6/23-25 Grattan, MI, Rnd 4

7/7-9 Mt. Meridian, IN, Rnd 5

7/20-23 Clermont, IN, Rnd 6

8/25-27 Portland, OR, Rnd 7

9/8-10 Millington, TN, Rnd 8

9/22-24 Talladega, AL, Rnd 9

10/11-15 Braselton, GA, Rnd 10

Info 803/681-9372

* Tentative

Sunoco Formula USA Series

4/14-16 Rosamond, CA, Rnd 1

** 5/19-21 Braselton, GA, Rnd 2

** 6/23-25 Grattan, MI, Rnd 3

** 8/25-27 Portland, OR, Rnd 4

10/11-15 Braselton, GA, Rnd 5

Info 803/681-9372

** EBC Triple Crown Round

* WERA Nat'l Vintage Series

3/18 Faulkville, GA, Rnd 1

3/19 College Station, TX, Rnd 2

4/1 Clermont, IN, Rnd 3

4/8 Summit Point, WV, Rnd 4

4/9 Henderson, TX, Rnd 5

4/22 Rockingham, NC, Rnd 6

10/1 Adams, MA
10/22 Chester, CT
11/5 Stafford, CT

NETRA Championship Hare Scrambles Series

5/14 Fishouse, NY
6/18 Thomaston, CT
7/2 Chelsea, VT
7/9 Union, CT
7/16 Windsor, MA
7/30 E. Hamton, CT
8/6 Searsport, ME
8/20 Union, CT
8/27 Cheshire, MA
9/3 W. Gloucester, RI
9/17 Fishouse, NY
9/24 W. Greenwich, RI
10/8 Petersburg, NY
10/15 Assonet, MA
10/29 Temple, NH
11/12 Barkhamsted, CT
11/19 Newburgh, NY

NETRA Turkey Run Series

5/28 W. Greenwich, RI
6/10-11 Loudon, NH
7/16 Lake Desolation, NY
7/22-23 Adams, MA
8/13 Canaan, NH
8/27 Gardner, MA
9/3 New Boston, MA
9/10 N. Haverhill, NH
10/8 Washington, MA
10/15 Winchendon, MA
10/29 Central Village, CT

NETRA Championship Junior Enduro Series

4/29 Brimfield, MA
5/13 Fishouse, NY
6/17 Thomaston, CT
7/8 Union, CT
7/15 Southampton, MA
8/19 Union, CT
8/26 Southampton, MA
9/2 W. Gloucester, RI
9/16 Fishouse, NY
9/30 Brimfield, MA
10/14 Assonet, MA

* VDTA/ Broz Financial Ltd.

Vintage Classics VIII Dirt Track Series

3/3 St. Augustine, FL
4/8 Purcell, OK
5/6 Indianapolis, IN
5/21 Westmoreland, KS
5/27-28 Denver, CO
6/10-11 Wichita, KS
6/17 Indianapolis, IN
6/23 Howard Lake, MN
7/8-9 Sturgis, SD
7/16 Casper, WY
7/22 Concordia, KS
7/30 Oklahoma City, OK
8/14-15 Stockton, KS
9/1 Davenport, IA
9/16 Wilmar, MN
9/30 Freeport, IL

SETRA C'ship Enduro Series

3/5 Pellon, SC
3/9 Daytona Beach, FL
3/19 Greensboro, GA
3/26 Lenoir, NC
4/9 Clanton, AL
4/30 Olustee, FL
5/7 Charleston, SC
5/14 Augusta, GA
5/21 Richloam, FL
Info 404/922-8234

SETRA Championship Hare Scrambles Series

4/23 Pine Mt., GA
5/28 Charlotte, NC
Info 706/468-1328

Black Jack Enduro Circuit

3/5 Kirby, AR
3/19 Cass, AR
3/26 Gainesville, TX
4/9 Oklahoma City, OK
5/7 Stillwater, OK
5/21 Flat River, MO
6/4 Tulsa, OK
6/18 Little Rock, AR
9/10 Collins, MO
10/15 Chadwick, MO
10/29 Tulsa, OK

EEA Eastern Championship Enduro Series

3/26 Lenoir, NC
5/7 Perkinston, MS
6/4 Amesville, OH
7/16 Rose City, MI
8/13 Roselawn, IN
9/3 Clinton, SC
9/24 Brandonville, PA
10/8 Princeton, KY
11/5 Maplesville, AL
Info 706/376-5232

New York State C'ship Hare Scrambles Series

5/21 Little Genesee, NY
6/4 Java, NY
6/11 Fairville, NY
7/23 Parksville, NY
8/6 Little Genesee, NY
8/13 Rew, PA
9/3 Ellenville, NY
9/10 Owasco, NY
9/24 Fairville, NY
10/1 South Edmonston, NY
6/3 Huntsville, TN
7/1 Gray, TN
7/29 Huntsville, TN
8/12 Calhoun, GA
8/19 Huntsville, TN
9/16 Calhoun, GA
9/30 Gray, TN
10/14 Huntsville, TN

Mid East Hare Scrambles Series

3/4 Santee, SC
3/12 Grover, NC
4/2 TBA
4/23 Wytheville, VA
5/7 Lancaster, SC
6/11 Columbus, NC
6/25 Greer, SC
8/2 Columbus, NC
9/3 Hickory, NC
9/10 Danville, VA
9/24 TBA
10/8 Lancaster, SC
10/22 Grover, NC

NMRA Drag Race Series

3/19 Palmdale, CA
4/8 Bakersfield, CA
5/20 Phoenix, AZ
6/17 Sacramento, CA
8/26 Las Vegas, NV
9/8-9 Palmdale, CA
10/7 Phoenix, AZ
11/11 Palmdale, CA
Info 818/367-4117

Canadian Supercross Series

4/7 Toronto, Ontario
9/23 Montreal, Quebec
Info 416/363-9035

Golden Crown of Baja Off Road Desert Series

5/26-28 Gran Carrera de Tecate
Tecate, B.C., Mex.
10/6-8 Gran Carrera de Sonora
San Luis Rio Color., Son., Mex.
12/15-17 Grand Carrera de Campeones
San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prix de Baja Series

3/3-4 Mexicali G.P.
Mexicali, B.C., Mex.
4/7-8 San Luis Rio Colorado G.P.
San Luis, B.C., Sonora, Mex.
6/9-10 Baja Malibu G.P.
Rosarito Beach, B.C., Mex.
9/1-2 Tecate Gran Prix
Tecate, B.C., Mex.
11/3-4 Baja Malibu G.P.
Rosarito Beach, B.C., Mex.
Info 818/340-5750

LaPlaya MX/GP Series

3/5 Rosarito, Mex.
5/21 Rosarito, Mex.
8/13 Rosarito, Mex.
10/1 Rosarito, Mex.
12/3 Rosarito, Mex.
Info 011/52-661-22525

Tucker Rocky MX Championship Series

4/30 Bethlehem, PA
6/4 Clifford, PA
6/11 New Berlin, NY
7/4 Binghamton, NY
7/9 Englishtown, NJ
7/30 Walden, NY

No. Calif. Mini Road Racing Assoc. Series

3/4-5 Sacramento, CA
4/8-9 Sacramento, CA
4/29-30 Sacramento, CA
5/20-21 Sacramento, CA
6/25 Sacramento, CA
7/23 Sacramento, CA
8/26-27 Sacramento, CA
9/16-17 Sacramento, CA
9/30-10/1 Sacramento, CA
11/4-5 Sacramento, CA
11/18-19 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series

3/12 Lake Perris, CA
3/25-26 Phoenix, AZ
4/9 Lake Perris, CA
4/29-30 Rosamond, CA
5/14 Lake Perris, CA
5/27 Lake Perris, CA
6/11 Lake Perris, CA

7/9 Lake Perris, CA
7/29 Lake Perris, CA
8/13 Lake Perris, CA
8/26 Lake Perris, CA
9/10 Lake Perris, CA
9/23 Lake Perris, CA
10/8 Lake Perris, CA
10/26-29 Phoenix, AZ
11/12 Lake Perris, CA
11/25-26 Rosamond, CA
12/10 Lake Perris, CA
Info 909/674-5357

SRAC State C'ship Series

3/5 Colorado Spring, CO
3/12 Grand Junction, CO
3/19 Pueblo, CO
3/26 Aurora, CO
4/2 Pueblo, CO
4/9 Aurora, CO
4/16 Colorado Springs, CO
4/23 Colorado Springs, CO
4/30 Berthoud, CO
5/6 Grand Junction, CO
5/13 Greeley, CO
6/11 Cheyenne, WY
6/16-17 Ft. Collins, CO
6/25 Berthoud, CO
7/9 Cheyenne, WY
7/16 Aurora, CO
7/22 Colorado Springs, CO
7/30 Berthoud, CO
8/6 Colorado Springs, CO
8/13 Colorado Springs, CO
8/19 Grand Junction, CO
8/26 Brighton, CO
9/9 TBA
9/17 Pueblo, CO
9/24 Cheyenne, WY
10/1 Colorado Springs, CO
10/7-8 TBA

NESC C'ship MX Series

3/19 Middleboro, MA
3/26 Middleboro, MA
4/2 Southwick, MA
4/9 Central Village, CT
4/16 Southwick, MA
4/23 Middleboro, MA
4/30 Middleboro, MA
5/7 Southwick, MA
5/14 Central Village, CT
5/21 Southwick, MA
5/28 Lewiston, ME
5/29 Lewiston, ME
6/4 Middleboro, MA
6/11 Central Village, CT
6/18 Southwick, MA
7/1 Lewiston, ME
7/2 Lewiston, ME
7/9 Southwick, MA
7/16 Middleboro, MA
7/30 Southwick, MA
8/6 Middleboro, MA
8/12 Lewiston, ME
8/13 Lewiston, ME
8/20 Central Village, CT
8/27 Southwick, MA
9/3 Lewiston, ME
9/4 Lewiston, ME
9/10 Southwick, MA
9/17 Middleboro, MA
9/23 Lewiston, ME
9/24 Lewiston, ME
10/1 Southwick, MA
10/8 Middleboro, MA
10/15 Central Village, CT
10/22 Southwick, MA
10/29 Middleboro, MA
11/5 Middleboro, MA
Info 413/772-0685

New England Trials Association Series

3/26 Gloucester, RI
4/2 W. Greenwich, RI
5/7 Meriden, CT
6/25 Meriden, CT
7/16 Wrentham, MA
7/23 W. Greenwich, RI
8/5 Ossipee, NH
8/6 Ossipee, NH
8/13 Wrentham, MA
10/1 Chepachet, RI
10/15 W. Greenwich, RI
Info 203/889-5327

Florida Trials Assoc. Championship Series

3/4-5 Crooms, FL
3/26 Crooms, FL
4/23 Hernando, FL
5/21 Crooms, FL

Florida Trail Riders C'ship Hare Scrambles Series

3/4-5 Silver Springs, FL
3/25-26 Reddick, FL
4/8-9 Reddick, FL
4/22-23 Orlando, FL
5/13-14 Titusville, FL
Info 407/264-0559

Florida Trail Riders C'ship Enduro Series

3/12 Ocala, FL
4/30 Olustee, FL

DISTRICT 37 COMPETITION **OFFICIAL AMA**

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D-37 / AMA Sanctioned Point Event

Hilltoppers M.C.
Gran Prix

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LONG BEACH, CA., 90805
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DISTRICT 37 COMPETITION **District #37 Referee**
Mike Martin
(619) 251-3489

Or For Race Info Only (310) 376-1329

On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Presence of a parent or legal guardian is required for minors to race.

Date	Club	Event
Mar. 5	Chaparrals M.C. Location: Red Mountain Info: Bill (714) 528-3007	Enduro
Mar. 12	Invaders M.C. Location: Lucerne Valley Info: Rich (818) 349-9301	Hare Scrambles
Mar. 19	Prospectors M.C. Location: Red Mountain Info: George (818) 332-1573	Enduro
Mar. 26	H.B.M.C. Location: Lucerne Valley Info: Bill (909) 944-3279	Hare & Hound
April 2	Hilltoppers M.C. Location: Carlsbad Raceway Info: (310) 428-4971	Gran Prix

Date	Club	Event
Mar. 5	Dual Dogs "Palomar Adventure" Start: Temecula Cycles Info: Damon (818) 701-1913	Dual Sport
Mar. 19	Honda Ride for Kids Start: Colton Info: Paul (310) 783-3786	Dual Sport
April 1,2	Dual Dogs "Dog Run" Start: Dick Allens, Newhall Info: Damon (818) 701-1913	Dual Sport

Dual Sport Schedule Info (818) 249-2141

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OVER THE HILL GANG SCHEDULE

The Ultimate 30+ Vet. MX Club

Sat & Sun., March 11-12 LACR
(Old Timers Winter National)
Sun., March 19 Edwards AFB
(Grand Prix with CRC)
Sun., April 2 Starwest
(Just O.T.H.G.) Day Race - 8:00 practice, 9:00 race

Info: (310) 864-6875
Race For the Fun Not the Blood

GRAND OPENING CELEBRATION AT YAMAHA of Burbank

Saturday, March 4th 10am-5pm

Prizes/Enter Sweepstakes
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Meet Miss Yamaha of Burbank
Free Bike Wash
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INTERNATIONAL SPEEDWAY PRESENTS THE 1995 COORS LIGHT SPRING CLASSIC

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MARCH 4TH, 1995
ORANGE COUNTY FAIRGROUNDS
COSTA MESA**

GATES OPEN AT 6:30 P.M. • FIRST RACE AT 8:00 P.M.

SPECIAL APPEARANCES BY:

U.S. NATIONAL & FORMER WORLD CHAMPION

SAM ERMOLLENKO

CHRIS MANCHESTER • BILLY HAMILL

GREG HANCOCK • BOBBY SCHWARTZ

BRAD OXLEY • MIKE FARIA • LANCE KING

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MON., Mar. 6 ~ SAT., Mar. 11
7:30 pm ~ 9:00 pm

Plus... **CALL-IN SHOW**
TUE., Mar. 7 ~ SAT., Mar. 11
Call 904-239-0033
with your questions

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EVENT CALENDAR

Sat., Mar. 4 Malcolm Smith Motorsports Grand Prix
Sun., Mar. 5 Malcolm Smith Motorsports Grand Prix
Thurs., Mar. 9 MX Practice on National Track &
Vintage Track 8:00am till dusk
Mar. 11&12 USA Sand Drags - No MX Practice
Thurs., Mar. 16 MX Practice on National Track &
Vintage Track 8:00am till dusk
Sat., Mar. 18 MX Practice on National Track 8:00am till
noon. On Vintage Track till 3:00pm
Sun., Mar. 19 Off Road Short Course Series Rd. #2
MX Practice on Vintage & PeeWee Tracks
Thurs., Mar. 23 MX Practice on National Track &
Vintage Track 8:00am till dusk
Sat., Mar. 25 MX Practice on National Track 8:00am till
noon. On Vintage Track till 3:00pm
Sun., Mar. 26 Budweiser Blockbuster MX Series Rd. #2

WHAT'S HAPPENING

MALCOLM SMITH MOTORSPORTS GP
MARCH 4&5TH
BLOCKBUSTER MX - MARCH 26TH

MOTOCROSS PRACTICE INFO:
1-800-386-GHMX (4469)
RACE HOTLINE: (909) 880-1733

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ABOUT IT -
WRITE ABOUT IT!**

If you don't see local coverage in Cycle News of events in your area, you can help by becoming a Cycle News contributor. You write the story (and shoot photos) at your local club and track events, and submit the story to us for publication. We'll even pay you for what we print.

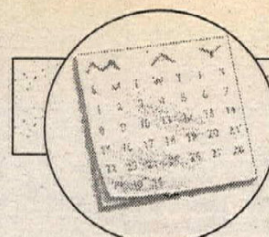
All you have to do is call the Cycle News headquarters at 310-427-7433 (weekdays from 9 a.m. to 5 p.m. P.S.T.; Tuesday thru Friday) and ask for a "contributor kit". We'll send you all the details about how to write local stories for Cycle News.

REMEMBER...

We can't run it if we don't get it!

CYCLE NEWS

America's Weekly Motorcycle Newspaper



CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

5/7 Charleston, SC
5/21 Richloam, FL
6/4 Daytona, FL
Info 407/264-0559

Yamaha/McDonald's/Fox Pee Wee C'ship Series

4/1 Orlando, FL
5/6 Orlando, FL
6/24 Orlando, FL
7/22 Orlando, FL
8/19 Orlando, FL
9/2 Orlando, FL
10/6 Orlando, FL
10/20 Orlando, FL

Tucker Rocker Florida Mini- Cycle C'ship Series

3/18 Orlando, FL
4/8 Orlando, FL
5/13 Orlando, FL
6/3 Orlando, FL
7/8 Orlando, FL
8/12 Orlando, FL
9/9 Orlando, FL
9/29 Orlando, FL
10/27 Orlando, FL

Tucker Rocker Central Florida MC Dealers Series

3/18 Orlando, FL
4/1 Orlando, FL
5/6 Orlando, FL
6/3 Orlando, FL
6/24 Orlando, FL
7/8 Orlando, FL
7/22 Orlando, FL
8/19 Orlando, FL
9/2 Orlando, FL
9/29 Orlando, FL
10/27 Orlando, FL

South Florida Winter MX Championship Series

3/12 Homestead, FL
3/26 Orlando, FL
4/2 Ona, FL
4/16 Orlando, FL

NMA World Mini Grand Prix

4/21-23 Las Vegas, NV
Info 310/868-8112

NMA Grand National Championships

8/1-5 Ponca City, OK
Info 310/868-8112

MTEG Ultracross Series

3/18 Seattle, WA
4/1 San Jose, CA
4/22 Las Vegas, NV
5/13 Phoenix, AZ
5/20 Denver, CO
6/17 Salt Lake City, UT
Info 714/254-3001

GNC Texas Series

4/2 Whitney, TX
4/9 Burleson, TX
5/7 Waller, TX
5/14 Dickinson, TX
5/21 Eules, TX
5/28 Lampasas, TX
6/4 Whitney, TX
Info 817/694-2901

AMA Fall Classic MX Series

9/17 Buchanan, MI
9/24 Danville, VA
10/1 Englishtown, NJ
10/8 Casey, IL
10/15 London, KY
10/22 Blountville, TN

AMA Mega Series

3/11-12 Blountville, TN
3/26 Blountville, TN
4/2 Macon, GA
4/16 Kingsport, TN
4/30 Wytheville, VA
5/7 Blountville, TN
5/20-21 Blountville, TN
6/4 London, KY
6/18 Blountville, TN
6/25 Kingsport, TN
7/8-9 Blountville, TN
7/16 Wytheville, VA
9/10 Blountville, TN
10/14-15 London, KY
10/21-22 Blountville, TN
Info 615/323-5497

AMA/U.S. Eastern Pro-Am Spring MX Series

3/26 Danville, VA
4/9 Elizabeth City, NC
4/23 Danville, VA
5/7 Dillwyn, VA
5/14 Elizabeth City, NC
5/21 Danville, VA
6/4 Axton, VA
Info 804/836-3633

AMA No. California Cross

Country

3/12 Livermore, CA
3/19 Reno, NV
3/26 Clearlake, CA
4/2 Susanville, CA
4/9 Redding, CA
4/23 Lakesport, CA
4/30 Yearington, NV
5/13-14 Virginia City, NV
5/28 Klamath, CA
9/17 Fernley, NV
10/1 Sparks, NV
11/5 Sacramento, CA
11/19 Willseyville, CA
11/25 Fallon, NV
Info 408/294-3438

AMA No. California Enduro Championship Series

4/2 Navarro, CA
4/23 Lakeport, CA
4/30 Yearington, INV
5/7 Georgetown, CA
5/21 Ballinger Canyon, CA
10/15 Redding, CA
10/22 Stonyford, CA
10/29 Grizzly Flats, CA
11/4 Upper Lake, CA
11/12 Stonyford, CA
11/19 Ballinger Canyon, CA
Info 916/624-7404

AMA No. California Family Enduro Series

3/12 Hollister, CA
4/9 Foresthill, CA
5/7 Georgetown, CA
5/14 Grizzly Flats, CA
5/20 Foresthill, CA
6/4 Lony Barn, CA
11/11 Foresthill, CA
Info 415/726-5955

Texas Cross Country Racing Assoc. C'ship Series

3/12 Weatherford, TX
3/26 Eules, TX
4/9 Montague, TX
4/23 Ft. Hood, TX
5/7 Saint Jo, TX
5/21 Whitney, TX
6/4 Muenster, TX
7/18 Whitney, TX
7/23 Rusk, TX
8/27 Muenster, TX
9/10 Weatherford, TX
9/24 Montague, TX
10/8 Era, TX
10/22 Killeen, TX
11/5 Hamilton, TX
Info 214/394-9168

TVRC Spring Series

3/12 Rusk, TX
4/9 Waco, TX
4/23 Tyler, TX
5/7 Houston, TX
5/21 Kempner, TX
6/4 Clyde, TX
6/18 Burleson, TX

Missouri Hare Scrambles C'ship Series

3/12 Park Hills, MI
3/26 Columbia, MI
4/2 Potosi, MI
4/30 Westphalia, MI
5/7 Steelville, MI
6/11 Russellville, MI
6/25 Collins, MI
7/23 Tebbets, MI
8/6 Sedalia, MI
8/13 Potosi, MI
8/27 Canton, MI
9/17 Smithville, MI
9/24 Columbia, MI
9/30-10/1 Park Hills, MI
10/29 Festus, MI
Info 314/392-2475

OCCRA Cross Country Series

3/12 Lake Draper, OK
3/26 Stillwater, OK
4/2 Erick, OK
4/23 Oklahoma City, OK
5/21 Elk City, OK
5/10 Oklahoma City, OK
9/24 Lake Draper, OK
10/8 Erick, OK
10/22 Stillwater, OK
11/12 Hallet, OK
Info: 405/376-6849

Southeastern Trials Rider

Assoc. Series

3/18-19 Jasper, TN
4/1-2 Belvidere, TN
5/6-7 Crossville, TN
6/3-4 Alpharetta, GA
6/10-11 Carrollton, KY
8/12-13 Newnan, GA

9/9-10 Berea, KY
9/30-10/1 Atlanta, GA
10/21-22 Jasper, TN
Info 404/463-4390

MRAN Off-Road C'ship Series

3/12 Pahrump, NV
4/23 Alamo, NV
5/21 Pioche, NV
7/2 Caliente, NV
7/30 Ely, NV
9/3 Pioche, NV
10/8 Boulder City, NV
10/29 Beatty, NV
Info 702/437-6726

OMRRA Road Race Series

4/30 Portland, OR
5/14 Portland, OR
6/4 Portland, OR
7/4 Portland, OR
9/24 Portland, OR
10/15 Portland, OR
Info 503/221-1487

RAM C'ship Road Race Series

5/7 Coos Bay, OR
6/18 Coos Bay, OR
7/2 Coos Bay, OR
8/13 Coos Bay, OR
9/3 Coos Bay, OR
10/8 Coos Bay, OR
Info 503/269-2474

WSMC Road Race Series

3/18-19 Rosamond, CA
4/15-16 Rosamond, CA
5/20-21 Rosamond, CA
6/17-18 Rosamond, CA
7/15-16 Rosamond, CA
8/19-20 Rosamond, CA
9/16-17 Rosamond, CA
10/14-15 Rosamond, CA
11/18-19 Rosamond, CA
12/16-17 Rosamond, CA
Info 805/256-1234

* International Old Timers

Motocross Series

4/1-2 Porterville, CA
4/29-30 Marysville, CA
5/13-14 TBA
5/27-28 Nemoval, WA
6/3-4 TBA, Alberta, Can.
7/1-2 Agazziz, B.C., Can.
* 7/15-16 TBA
7/29-30 TBA
9/2-3 Fernley, NV
* Tentative

Over the Hill Gang National MX Series

4/29-30 Tulare, CA
5/27-28 Carson City, NV
6/17-18 Mammoth Mountain, CA
9/16-17 TBA
10/14-15 Adelanto, CA
11/TBA TBA
Info 408/629-5278 or 310/864-6875

* Motorcycle Asphalt Racing Series

3/5 Barberville, FL
4/30 Charleston, SC
5/20 Myrtle Beach, SC
6/9 Columbus, OH
6/21 Richmond, VA
7/16 Lehigh, PA
8/18 Asheville, NC
9/23 West Scarborough, ME
10/6 Asheville, NC
10/14 Gainesville, GA

AMA Dual Sport

Trail Ride Series

4/1-2 Hurricane Mills, TN
4/22-23 New Waverly, TX
4/29-30 Mill Hall, PA
5/6-7 Daniel Boone Nat'l Forest
5/20-21 Logan, OH
6/3-4 Leasterville, MO
6/10-11 Lake Isabella, CA
6/10-11 Davis, WV
7/8-9 Brightwood, OR
7/22-23 Adams, MA
7-30/8-4 Kinross, MI
8/26-27 TBA, WA
8/26-27 Columbus, IN
9/9-10 Golden Pond, KY
9/13-16 Steamboat Springs, CO
10/7-8 Mt. Solon, VA
10/7-8 Angels Camp, CA
10/14-15 McArthur, OH
10/21-22 Elizabeth, WV
10/21-22 Grand Canyon, AZ
11/10-11 LA-Las Vegas

AMA/District 37 Dual Sport Ride Series

3/4-5 Temecula, CA
3/19 Colton, CA
4/1-2 Newhall, CA
4/22-23 Hungry Valley, CA

4/29-30 Lone Pine, CA
 5/6-7 Borrego Springs, CA
 5/21 San Bernardino, CA
 6/10-11 Lake Isabella, CA
 6/24-25 Mammoth Lakes, CA
 7/9 Gorman or Castaic, CA
 7/22-23 Bass Lake, CA
 8/6 TBA
 8/19-20 Huntington Lake, CA
 9/10 Ontario, CA
 9/23-24 Bishop, CA
 10/1 Big Bear Lake, CA
 10/14-15 Hemet, CA
 10/29 Herperia or Lucerne Valley, CA
 11/10-11 "LA-Barstow-Las Vegas,
 11/19 Riverside, CA
 12/10 Filmore, CA
 *National Trail Ride Series event
 Info 818/249-2141

Appalachian Dual Sport Series
 4/1-2 Hurricane Hills, TN
 5/6-7 Renfrew, Valley, KY
 6/10-11 Davis, WV
 9/23 Glouster, OH
 10/21-22 Parkersburg, WV
 Info 304/292-2122, 304/594-1157

CMC Golden State MX Nat'l's
Final Showdown
 3/4-5 Adelanto, CA
 Info 619/246-7262

MARCH						
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APRIL						
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30						

* DENOTES PRO PAYBACK

Wed, March 1

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

March 3-4

FLORIDA HARE SCRAMBLES - Florida Trail Riders/The Big Scrub Trail Riders, Silver Springs. Info: 904/245-3359.

Sat, March 4

* CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday, Perris Raceway, Perris. Info: 909/943-3302.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Milton. Info: 904/623-6038.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

* IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 289-2140.

* KENTUCKY MOTOCROSS - AMA/Yeiser Enterprises, Thorobred Series, Bluegrass Motocross Park, Winchester. Info: 606/744-8916.

* NEW YORK MOTOCROSS - Long Island Sports Committee, Bridgehampton MotoSports Park, Bridgehampton. Info: 516/924-2399.

* OHIO MOTOCROSS - AMA/American Motorsports, Inc., Vinton County Fairgrounds, McArthur. Info: 614/596-2057.

SOUTH CAROLINA HARE SCRAMBLE - Mid East, Eiloree Trainer Hare Scramble, Santee. Info: 704/484-9000 or 704/937-9177.

Sun, March 5

* ARIZONA MOTOCROSS - Canyon Motocross, The Saguaro Classic - Rnd 4,

Canyon Raceway, Peoria. Info: 602/258-RACE.

CALIFORNIA ENDURO - Chaparrals M.C./D-37, Red Mountain. Info: 714/528-3007.

* CALIFORNIA MOTOCROSS - Cycleland Motocross, Chico. Info: 916/342-0063.

* CALIFORNIA MOTOCROSS - CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA ENDURO - Chaparrals M.C., Teagle Wash, Red Mountain. Info: 714/528-3007.

CALIFORNIA MARATHON - One mile scrambles track, San Jose Fairgrounds, San Jose. Info: 408/295-6906.

CALIFORNIA EUROPEAN SCRAMBLES - AMA/Redneck Roosters M/C, Carnegie SVRA, Livermore. Info: 510/680-1174.

* CALIFORNIA MOTOCROSS - California Motocross Association, Axxo Sport America Winter Series - Rnd 1, Hollister Hills SVRA, Hollister. Info: 209/673-8080.

CALIFORNIA VINTAGE MOTOCROSS - Little Okie Raceway, Madera. Info: 209/661-0706.

CANADA ICE RACE - Iceman, Quarr Oaks, Winnipeg, Manitoba. Info: 204/878-9350.

* FLORIDA HALF MILE - AMA/MARS, Volusia County Speedway, Barberville. Info: 803/272-9938.

* IOWA MOTOCROSS - AM/AMX Kingdom, Sand Castle Raceway, Des Moines. Info: 515/285-6910 or 515/285-4332.

* KANSAS HARE SCRAMBLES - K.O.R.R., 1-man, 2-hour, Sprockets II River Track, Arkansas City. Info: 316/636-5113.

* KANSAS HARE SCRAMBLES - Kansas State Forward Motion Hare Scrambles Championship, Santa Fe Trail Cycle Park, Carbondale. Info: 913/836-9171.

LOUISIANA TT - Outlaw Races, Swamp Land Raceway, Grand Prairie. Info: 318/363-3734.

* MEXICO MOTOCROSS - Too Much Fun Promotions, La Playa Motocross Gran Prix - Rnd 1, Cantamar Sand Dunes, Rosarito, Baja California. Info: 011/52-661-22525.

MINNESOTA SHOW - J&P Promotions, 8th Annual M/C Parts Extravaganza & Super Series bike show, St. Paul Civic Center, Roy Wilkins Auditorium, St. Paul. Info: 319/462-6011.

OHIO HARE SCRAMBLES - Salem Motorcyle Club, Salem. Info: 216/427-6645.

PENNSYLVANIA MOTOCROSS - The Challenger Raceway, Jacksonville. Info: 412/726-5495.

SOUTH CAROLINA ENDURO - SE&TRA, Sandlapper Enduro, Pelion. Info: 404/922-8234.

* TENNESSEE MOTOCROSS - Dallas Ricker, Northeast Tennessee Raceway, Dallas Ricker Complex, Greeneville. Info: 615/234-0772.

Tues, March 7

FLORIDA DIRT TRACK - KC Racing, Round 4 Daytona Flat Track Series Professional Short Track, Thunder Valley Raceway, Satsuma. Info: 203/868-0181. Wed, March 8

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Thur, March 9

FLORIDA ENDURO - SE&TRA, Alligator Enduro, Daytona Beach. Info: 404/922-8234.

Fri, March 10

CALIFORNIA SWAP MEET - Intershows Motorcycle Swap Meet, Orange County Fairgrounds, Costa Mesa. Info: 714/364-0515.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

March 11-12

CALIFORNIA MOTOCROSS - Old Timers/OTHG, Winternationals, L.A. County Raceway, Palmdale. Info: 310/864-6875 or 805/272-8889.

* CALIFORNIA SHORT TRACK - AMA/Lodi MC, Lodi. Info: 209/544-1027.

* TENNESSEE MOTOCROSS - AMA/Victory Sports, Mega Series, Muddy Creek Raceway, Blountville. Info: 615/323-5497.

Sat, March 11

* CALIFORNIA MOTOCROSS - Racing Enterprises, "Carlsbad Saturday Motocross", Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Greg Scheid and Associates Racing, Metcalf Park, San Jose. Info: 408/972-8063.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday, Perris Raceway, Perris. Info: 909/943-3302.

* CANADA ARENACROSS - CMA/Future West, AgriFair Arena, Abbotsford Fairgrounds, Abbotsford, British Columbia. Info: 604/794-3824.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

KENTUCKY GRAND PRIX - K.T.M.X.A., TK Raceway, Draffenville. Info: 502/527-8409.

* IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 289-2140.

* NEW YORK MOTOCROSS - Long Island Sports Committee, Bridgehampton MotoSports Park, Bridgehampton. Info: 516/924-2399.

Sun, March 12

ARIZONA MOTOCROSS - Canyon Motocross, The Saguaro Classic - Rnd 5, Canyon Raceway, Peoria. Info: 602/258-RACE.

* ARKANSAS MOTOCROSS - Arkansas Motorsports, Inc., Burns Park, N. Little Rock. Info: 501/562-9448.

* CALIFORNIA MOTOCROSS - Cycleland Motocross, Chico. Info: 916/342-0063.

* CALIFORNIA MOTOCROSS - CRC, Castaic Lake, Castaic. Info: 805/272-8889.

CALIFORNIA HARE SCRAMBLES - Invaders M.C./D-37, Saucer Rnd '95, Lucerne Valley, Lucerne. Info: 310/376-1329.

CALIFORNIA DIRT TRACK - Lodi M.C./D-36, short track, Lodi Cycle Bowl, Lodi. Info: 209/544-1027.

* CALIFORNIA MOTOCROSS - California Motocross Association, Axxo Sport America Winter Series - Rnd 2, Le Grange. Info: 209/673-8080.

CALIFORNIA MARATHON - Sandhill Ranch, Brentwood. Info: 209/524-7013.

CALIFORNIA SWAP MEET - The Guyz at The Shop, Ventura All Brand Motorcycle Swap Meet, Ventura County Fairgrounds, Agricultural Building, Ventura. Info: 805/650-6777.

* CALIFORNIA MOTOCROSS - Greg Scheid and Associates Racing, Metcalf Park, San Jose. Info: 408/972-8063.

CANADA ICE RACE - Iceman, Quarry Oaks, Winnipeg, Manitoba. Info: 204/878-9350.

FLORIDA ENDURO - Florida Trail Riders/Azalea City M/C Club, Ocal National Forest, Palatka. Info: 904/328-9747.

* FLORIDA MOTOCROSS - South Fl. MX Club, Motocross of Marion County, Reddick. Info: 904/591-2050/591-2377.

* FLORIDA MOTOCROSS - South Florida Motocross Spring Series, RPMC, Homestead. Info: 407/333-2356.

* GEORGIA MOTOCROSS - Georgia Spring Series - Rnd 1, Bremen MX, Bremen. Info: 404/941-8464.

* KANSAS MOTOCROSS - K.O.R.R., Green Acres, Marion. Info: 316/636-5113.

* KANSAS MOTOCROSS - KMSA/Midwest Motocross, Great Bend. Info: 913/842-8272, 316/792-7513.

* MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/Dist. 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MISSOURI HARE SCRAMBLES - Mo. Mudders, St. Joe State Park, Park Hills. Info: 314/392-2475.

* NORTH CAROLINA MOTOCROSS - AMA, Devil's Ridge, Ultra Series, Sanford. Info: 919/776-2414 or (919) 776-1767.

NORTH CAROLINA HARE SCRAMBLE - Mid East, Stateline Hare Scramble, Grover. Info: 704/484-9000 or 704/937-9177.

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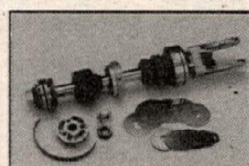
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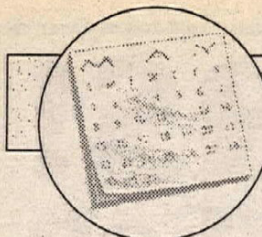
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CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

• **NORTH CAROLINA MOTOCROSS** - AMA/Elizabeth City Motorcycle Club, Elizabeth City MX Track/Competition Park, Elizabeth City. Info: 804/548-1052.

• **OHIO MOTOCROSS** - AMA/D-11/American Motorsports, Inc., Vinton County Fairgrounds, McArthur. Info: 614/596-2057.

• **OKLAHOMA CROSS COUNTRY** - Oklahoma Cross Country Racing Assn./Oklahoma Dirt Riders, Lake Draper ORV area, Oklahoma City. Info: 405/769-3328 or 405/672-1423.

• **PENNSYLVANIA MOTOCROSS** - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

• **TENNESSEE MOTOCROSS** - Dallas Ricker, Northeast Tennessee Raceway, Dallas Ricker Complex, Greeneville. Info: 615/234-0772.

• **TEXAS VINTAGE MOTOCROSS** - TVRC, Spring Series - Rnd 2, Thunder Mountain Motorplex, Rusk. Info: 817/282-0408.

• **TEXAS CROSS COUNTRY** - TCCRA, Flying "P" MX Park, Weatherford. Info: 214/394-9168.

• **WASHINGTON MOTOCROSS** - CMC/Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

Wed, March 15

• **CALIFORNIA DRAG RACE** - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

March 17-19

• **TEXAS MOTOCROSS** - GNC, International Motocross Final, Lake Whitney Cycle Ranch, Whitney. Info: 817/694-2901.

Fri, March 17

• **TEXAS MOTOCROSS** - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

March 18-19

• **CALIFORNIA ROAD RACE** - Willow Springs Motorcycle Club, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

• **FLORIDA ROAD RACE** - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394 or 622-1400.

• **TENNESSEE OBSERVED TRIALS** - STRA, Tucker Rocky Silkolene Championship Series, Jasper. Info: 205/890-9561.

Sat, March 18

• **CALIFORNIA MOTOCROSS** - Racing Enterprises, "Carlsbad Saturday Motocross", Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• **CALIFORNIA MOTOCROSS** - GFI Racing, GFI Super Saturday, Perris Raceway, Perris. Info: 909/943-3302.

• **CALIFORNIA DIRT TRACK** - Lodi M.C./D-36, short track, Lodi Cycle Bowl, Lodi. Info: 209/544-1027.

• **FLORIDA MOTOCROSS** - West Florida Motocross Park, Milton. Info: 904/623-6038.

• **FLORIDA MOTOCROSS** - Cent. Fla. M/C Dealer Series and Mini Cycle C'ship Series, Orlando MX Park, Orlando. Info: 407/333-2356.

• **GEORGIA MOTOCROSS** - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

• **IOWA FLAT TRACK** - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 289-2140.

• **PENNSYLVANIA SUPERCROSS** - AMA/Armin Hostetter/Trail-Way Speedway, Hanover. Info: 717/359-4310.

• **WASHINGTON OFF-ROAD** - MTEG, Ultracross Series, Kingdome, Seattle. Info: 714/254-3001.

Sun, March 19

• **ARIZONA MOTOCROSS** - Canyon Motocross, The Saguaro Classic - Rnd 6, Canyon Raceway, Peoria. Info: 602/258-RACE.

• **CALIFORNIA GRAND PRIX** - Over the Hill Gang, Edwards AFB, Edwards. Info: 310/864-6875.

• **CALIFORNIA MOTOCROSS** - Cycleland Motocross, Chico. Info: 916/342-0063.

• **CALIFORNIA GRAND PRIX** - CRC, Outlaw GP, Edwards AFB, Edwards. Info: 805/272-8889.

• **CALIFORNIA MOTOCROSS** - AHRMA, Vintage Motocross, L.A. County Raceway, Palmdale. Info: 805/272-8889.

• **CALIFORNIA ENDURO** - Prospectors M/C/D-37, 40th Annual Gold Rush Enduro, Red Mountain/Searles Station, Red Mountain. Info: 818/344-8151.

• **CALIFORNIA MARATHON** - One mile scrambles track, San Jose Fairgrounds, San Jose. Info: 408/295-6906.

• **CALIFORNIA MOTOCROSS** - California Motocross Association, Axxo Sport America Winter Series - Rnd 3, Club Moto, Livermore. Info: 209/673-8080.

• **CALIFORNIA VINTAGE MOTOCROSS** - Little Okie Raceway, Madera. Info: 209/661-0706.

• **FLORIDA MOTOCROSS** - AMA/Florida Motorsports Racing, Loretta Lynn qualifier, Ocala. Info: 904/867-5183.

• **FLORIDA MOTOCROSS** - Double A Promotions, Hilliard International Motocross, Jacksonville. Info: 904/845-2076.

• **GEORGIA HARE SCRAMBLE** - SE&TRA, Crazy Horse Hare Scrambles, Buena Vista. Info: 706/468-1328.

• **GEORGIA ENDURO** - AMA/Cherokee M/C, National Series, Greensboro. Info: 706/354-6575.

• **HAWAII HARE SCRAMBLES** - AMA/Big Island Rubber Ducky Racing Club, Keauau. Info: 808/935-2622.

• **IOWA MOTOCROSS** - AMA/MX Kingdom, Sand Castle Raceway, Des Moines. Info: 515/285-6910 or 515/285-4332.

• **IDAHO HARE & HOUND** - AMA/Dirt Inc., National Series, Murphy. Info: 208/459-0910.

• **KANSAS HARE SCRAMBLES** - Wichita Jeeps M/C, W.J.M.C. Clubgrounds, Wichita. Info: 316/772-0107 or 772-5364.

• **KENTUCKY HARE SCRAMBLE** - Eagle Creek M/C Park, Owenton. Info: 606/472-3442.

• **KENTUCKY MOTOCROSS** - AMA/West KY Motocross/KTMYA, Lowes. Info: 502/642-2345 or 674-5525.

• **LOUISIANA TT** - Outlaw Races, Swampland Raceway, Grand Prairie. Info: 318/363-3734.

• **MARYLAND MOTOCROSS** - AMA/Dist. 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

• **MARYLAND HARE SCRAMBLES** - AMA/Dist. 7/Antietam M.C., Hagerstown. Info: 301/797-8686.

• **MASSACHUSETTS MOTOCROSS** - New England Sports Committee, Middleboro. Info: 413/772-0685.

• **PENNSYLVANIA SHOW** - J&P Promotions, 7th Annual M/C Parts Extravaganza & Super Series bike show, Farm Show, Harrisburg. Info: 319/462-6011.

• **PENNSYLVANIA MOTOCROSS & HARE SCRAMBLES** - AMA/BER/KAZ Promotions, Field of Dreams MX Park, Boswell. Info: 814/539-3154.

• **PENNSYLVANIA MOTOCROSS** - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

• **WASHINGTON MOTOCROSS** - CMC/Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

• **WISCONSIN SHOW** - J&P Promotions, 14th Annual M/C Parts Extravaganza Dane County Expo Center, Madison. Info: 319/462-6011.

Wed, March 22

• **CALIFORNIA DRAG RACE** - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Fri, March 24

• **TEXAS MOTOCROSS** - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

• **ILLINOIS ICE SPEEDWAY** -

• **ICE/WSRA, World Cup Ice Speedway Championships**, Rosemont Horizon Arena, Chicago. Info: 303/262-9067.

March 25-26

• **FLORIDA HARE SCRAMBLES** - Florida Trail Riders/The Benefit Trail Riders, Reddick. Info: 904/732-8531.

• **ILLINOIS SHOW** - J&P Promotions, 11th Annual M/C Parts Extravaganza & Super Series bike show, McCormick Place North, Chicago. Info: 319/462-6011.

• **MISSOURI MOTOCROSS** - AMA/Midwest Motorsport, Loretta Lynn qualifier, Kahoka. Info: 816/727-2136.

• **TENNESSEE MOTOCROSS** - AMA/Victory Sports, Loretta Lynn qualifier, Blountville. Info: 615/323-5497.

• **VIRGINIA MOTOCROSS** - AMA/Birch Creek Motorsports, Loretta Lynn qualifier, Danville. Info: 804/836-3633 or 792-5355.

Sat, March 25

• **CALIFORNIA MOTOCROSS** - Racing Enterprises, "Carlsbad Saturday Motocross", Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• **CALIFORNIA MOTOCROSS** - GFI Racing, GFI Super Saturday, Perris Raceway, Perris. Info: 909/943-3302.

• **CALIFORNIA MOTORCYCLE SHOW & SWAP MEET** - The Eighth Annual Clubman's All British Motorcycle Show & Swap Meet, Exhibition Hall, Santa Clara County Fairgrounds, San Jose. Info: 415/897-6145.

• **CALIFORNIA DIRT TRACK** - Lodi M.C./D-36, short track, Lodi Cycle Bowl, Lodi. Info: 209/544-1027.

• **CALIFORNIA MOTOCROSS** - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/945-4535.

• **GEORGIA MOTOCROSS** - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

• **IOWA FLAT TRACK** - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 289-2140.

• **KENTUCKY MOTOCROSS** - AMA/Yeiser Enterprises, Thorobred Series, Bluegrass Motocross Park, Winchester. Info: 606/744-8916.

• **MICHIGAN ICE SPEEDWAY** - ICE/WSRA, World Cup Ice Speedway Championships, Joe Louis Arena, Detroit. Info: 303/262-9067.

• **OHIO INDOOR SHORT TRACK** - AMA/Old Time Newsies, 1/8 mile, Nutter Center, Dayton. Info: 513/222-7818.

• **PENNSYLVANIA SHORT TRACK** - AMA/Armin Hostetter/Trail-Way Speedway, Hanover. Info: 717/359-4310.

Sun, March 26

• **CALIFORNIA MOTOCROSS** - CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.

• **CALIFORNIA HARE & HOUND** - AMA/D-37/Huntington Beach M/C, Bessemer Mine Rd., Lucerne Valley. Info: 909/369-2956.

• **CALIFORNIA MOTOCROSS** - California Motocross Association, Axxo Sport America Winter Series - Rnd 4, Metcalf, San Jose. Info: 209/673-8080.

• **CALIFORNIA VINTAGE MOTOCROSS** - AHRMA Nor Cal, Carnegie SVRA, Livermore. Info: 510/829-9386.

• **FLORIDA MOTOCROSS** - South Florida Motocross Spring Series, Orlando MX Park, Orlando. Info: 407/333-2356.

• **GEORGIA MOTOCROSS** - Hidden Canyon Raceway, Buena Vista. Info: 800/531-0677.

• **MARYLAND MOTOCROSS & HARE SCRAMBLES** - AMA/Dist. 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

• **MASSACHUSETTS MOTOCROSS** - New England Sports Committee, Middleboro. Info: 413/772-0685.

• **MISSOURI HARE SCRAMBLES** - MXP, Fingerlakes, Columbia. Info: 314/392-2475.

• **NEVADA HARE SCRAMBLES** - Motorcycle Racing Association or Nevada/Wildbunch M/C, Pahrump. Info: 702/723-5454.

• **NORTH CAROLINA ENDURO** - SE&TRA, Brown Mountain Lights Enduro, Lenoir. Info: 404/922-8234.

• **OKLAHOMA MOTOCROSS** - Oklahoma State Championship Series - Rnd 2, Elk City. Info: 405/355-1106.

• **OKLAHOMA CROSS COUNTRY** - OCCRA/Stillwater. Info: 405/672-1423.

• **PENNSYLVANIA MOTOCROSS** - Middle Atlantic Motocross Assn./Happy Ramblers Motorcycle Club, Hanover. Info: 717/633-7708.

• **TENNESSEE MOTOCROSS** - AMA/Victory Sports, Mega Series, Muddy Creek Raceway, Blountville. Info: 615/323-5497.

• **TENNESSEE POKER RUN** - Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

• **TEXAS VINTAGE MOTOCROSS** - AHRMA, Southwestern Region Spring C'ship Series, Swan MX, Tyler. Info: 713/361-2936 or 713/497-3366.

• **TEXAS CROSS COUNTRY** - TCCRA/Terry Cordray, Mosier Valley MX Park, Euless. Info: 214/394-9168 or 817/540-0815.

• **VIRGINIA MOTOCROSS** - AMA/Birch Creek Motorsports, Answer/MSR Pro-Am Spring Series - Rnd 1, Danville. Info: 804/836-3633.

Wed, March 29

• **CALIFORNIA DRAG RACE** - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Fri, March 31

• **TEXAS MOTOCROSS** - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

April 1-2

• **CALIFORNIA MOTOCROSS** - International Old Timers Assn., Porterville. Info: 209/688-3949 or 209/685-0702.

• **ILLINOIS MOTOCROSS** - AMA/Lincoln Trail Motorsports, Loretta Lynn Amateur/Youth qualifiers, Casey. Info: 217/932-2041.

• **MARYLAND MOTOCROSS** - AMA/Budds Creek Motocross Park, Loretta Lynn Amateur/Youth qualifier, Budds Creek. Info: 301/475-2000.

• **NORTH CAROLINA MOTOCROSS** - AMA/Dist. 13 & 29/Devil's Ridge, qualifier/North Carolina Championship Race Ultra Series/Challenge, Sanford. Info: 919/776-2414 or 919/776-1767.

• **TENNESSEE DUAL SPORT** - AMA/Racer Productions, Hurricane Mills. Info: 304/594-1157.

• **TENNESSEE OBSERVED TRIALS** - STRA, Belvedere. Info: 205/464-3821.

Sat, April 1

• **CALIFORNIA DIRT TRACK** - Lodi M.C./D-36, short track, Lodi Cycle Bowl, Lodi. Info: 209/544-1027.

• **CALIFORNIA OFF-ROAD** - MTEG, Ultracross/Stadium off-road series, Spartan Stadium, San Jose. Info: 714/254-3001.

• **CALIFORNIA MOTOCROSS** - GFI Racing, GFI Super Saturday MX, Perris Raceway, Perris. Info: 909/943-3302.

• **CALIFORNIA MOTOCROSS** - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or (909) 945-4535.

• **PENNSYLVANIA SHORT TRACK** - AMA/Armin Hostetter/Trail-Way Speedway, Hanover. Info: 717/359-4310.

Sun, April 2

• **CALIFORNIA MOTOCROSS** - Cycleland Motocross, Chico. Info: 916/342-0063.

• **CALIFORNIA GRAN PRIX** - Hilltoppers M.C./AMA D-37, Best of the West Series/U.S. Gran Prix, Carlsbad Raceway, Carlsbad. Info: 310/428-4971.

• **CALIFORNIA MOTOCROSS** - CRC, Tri Race Series - Rnd 1, L.A. County Raceway, Palmdale. Info: 805/272-8889.

• **CALIFORNIA GRAND PRIX** - Over the Hill Gang, Grand Prix with CRC, Edwards AFB, Edwards. Info: 310/864-6875.

• **CALIFORNIA MOTOCROSS** - California Motocross Association, Axxo Sport America Winter Series - Rnd 5, Sandhill Ranch, Brentwood. Info: 209/673-8080.

• **CALIFORNIA ENDURO** - AMA/North Bay M/C, National C'ship Series, Navarro. Info: 707/578-0810.

• **FLORIDA MOTOCROSS** - Florida MX Series, Motocross of Marion County, Reddick. Info: 904/591-2050 or 591-2377.

• **FLORIDA MOTOCROSS** - South Florida Motocross Spring Series, County Line Raceway, Ona. Info: 407/333-2356.

• **FLORIDA MOTOCROSS** - Double A Promotions, Hilliard International Motocross, Jacksonville. Info: 904/845-2076.

• **GEORGIA MOTOCROSS** - North Georgia Spring Series, Lazy River MX, Dalton. Info: 706/278-1620.

• **GEORGIA MOTOCROSS** - AMA/Victory Sports, Mega Series, Echoconnie MX, Macon. Info: 615/323-5497.

• **LOUISIANA TT** - Swampland Raceway, outlaws races, Grand Prairie. Info: 318/363-3734.

• **KANSAS HARE SCRAMBLES** - K.O.R.R., 2-man/3-hr., Sprockets II River Track, Arkansas City. Info: 316/636-5113.

• **KENTUCKY MOTOCROSS** - AMA/Pendleton CO. M/C Park, Gardnerville. Info: 606/472-3442.

• **MARYLAND MOTOCROSS** - AMA/Dist. 7/Antietam M.C., Hagerstown. Info: 301/797-8686.

• **MASSACHUSETTS MOTOCROSS** - New England Sports Committee, Southwick. Info: 413/772-0685.

• **MISSOURI MOTOCROSS** - AMA/Dist 14/Mustang Acres, Brighton. Info: 810/229-9719.

• **MISSOURI HARE SCRAMBLES** - State Championships, Whalen, Eleven Hills, Potosi. Info: 314/392-2475.

• **NORTH CAROLINA MOTOCROSS** - NCHSA, Wilkes Co. Moto-x Park, Lenoir. Info: 704/758-4342.

• **OKLAHOMA CROSS COUNTRY** - Oklahoma Cross Country Racing Assn., Erick. Info: 405/672-1423.

• **TEXAS MOTOCROSS** - 23rd Annual GNC Rexas Series - Rnd 1, Lake Whitney Cycle Ranch, Whitney. Info: 817/693-2901.

Wed, April 5

• **CALIFORNIA DRAG RACE** - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Fri, April 7

• **CALIFORNIA MOTOCROSS** - CMC, Carmichael Honda Series, Sacramento Raceway, Sacramento. Info: 916/363-2653.

• **TEXAS MOTOCROSS** - Terry Cordray, Central Yamaha Supercross Series, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

April 8-9

• **FLORIDA HARE SCRAMBLES** - Florida Trail Riders/The Suncoast Trail Blazers, Reddick. Info: 407/264-0559.

• **INDIANA MOTOCROSS** - AMA/Midway Moto-cross, Amateur/Youth qualifier, Mitchell. Info: 812/849-2402.

• **KENTUCKY MOTOCROSS** - AMA/Kentucky Outdoor MX, Loretta Lynn Amateur/Youth qualifiers, Lowes. Info: 502/642-2345.

• **NEW YORK MOTOCROSS** - AMA/Walden Playboys Motorcycle Club, Inc., Loretta Lynn Amateur/Youth qualifier, Wallkill. Info: 203/227-4645.

• **WASHINGTON ROAD RACE** - WMRR, Bremerton Raceway, Bremerton. Info: 206/972-4499.

WANT ADS

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Performance is seeking a sales marketing manager to run our sales & advertising department. Must be experienced and knowledgeable in the industry. Mail resume to: DG Performance, 1230 La Brea Circle, Anaheim, CA 92806. No phone calls please. CA. (245-TFN)

D/BMW of Green Bay welcomes experienced workers, sales parts and accessory, especially service people. Exceptional wages, benefits, will pay half your travel cost to come check us out. Qualified? Call Ken McCoy. (800) 236-1729. WI. (245-TFN)

Harley-Davidson Technician Needed

Immediate opening for experienced Harley mechanic. Call Buddy Stubbs at (602) 971-3400 or send resume to: Arizona Harley-Davidson, 13401 North Cave Creek Road, Phoenix, AZ 85022. AZ. (305-10)

ROWING NORTHWEST INDIANA motorcycle dealer is seeking experienced, hard-working employees in all departments. Send or fax resume to: Buck's Cycle, 2105 LaPorte Road, Valparaiso, IN 46383 or (219) 465-0924. IN. (306-09)

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Honda only dealership. Family owned business, good pay and benefits. Nice climate and good small town. Send resume to: Honda of Laurel, 608 Cross Street, Laurel, Mississippi 39440. (601) 649-9333. MS. (307-09)

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Minimum 2 years experience. High volume servicing in all brands. Growing Yamaha dealership. Call on at (908) 494-5555. NJ. (207-10)

\$5K to 40K Exp. Parts & Access. Mgr.

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Years Japanese dealership experience required. Top commission plus minimum guaranteed plus insurance, holidays, vacations, and profit sharing plan. Great on and off road riding in the beautiful mountains of North Carolina. Call Mr. Rudd at (704) 253-5648. M.R. Honda, Kawasaki, Yamaha, NC. (008-11)

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Large fast paced multiple franchise dealer in Falls Church, Virginia needs an aggressive sales manager to direct sales floor and F&I operations. Experience preferred. Excellent earnings. (703) 237-4077. Coleman Powersport (10 miles outside D.C.) VA. (308-09)

Service Technician

Needed qualified Japanese street service technician with strong electrical. Very, very busy facility. Steve's, Mesa, Arizona. Fax resume (602) 962-6607 or call (602) 964-4754. AZ. (208-10)

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Experienced Mechanic Orange County Suzuki #1 retail motorcycle dealer in the USA have two key positions open for pros, service manager & technician with excellent track records. Call Vic (714) 646-2428 and fax resume (714) 645-3251. CA. (208-09)

Wanted: Parts Manager

Growing Honda dealer seeks parts manager for full time employment. Motorcycle experience necessary for immediate opening. In Santa Clara County. Medical and profit sharing program. Fax resumes to: (408) 432-9347. CA. (208-11)

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Sales manager, service manager, parts counter. All positions available, full time only. Great pay plan, 5 day work week. Looking for pros, but will train right person. Want to work and get paid what your worth? We're growing. Call Pete Lennon. (818) 795-0245. CA. (208-09)

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Motorcycle - Jet ski, no. 1 in L.A. County. Immediate position available. Best pay plan in U.S.A. Burbank Kawasaki (818) 848-6627, (818) 848-6630 fax. CA. (209-12)

Honda Technician

Polaris experience a plus. One block from Moonlight Beach, Encinitas, CA, North San Diego. Alba Honda. (619) 436-9771 Ask for Tim. CA. (309-11)

OHIO DEALER seeking combination service writer - parts person. Enthusiast only. Hard worker with experience and references. Five day, 45 hour work week. (513) 222-0171. OH. (309-11)

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Looking for computer data entry and phone person to handle fast paced business. Call Mike (310) 539-6884, fax (310) 539-6605. CA. (209)

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For early CR125 & CR250 Elsinores. I have a limited quantity of N.O.S. Bridgestone knobby rear tires. These are the correct tires for your restoration. 3.75 X 18MB for 1974 CR125s & 4.25 x 18 MB for 1974 CR250s in original wrapper. \$100 each. Mark (714) 630-5474. CA. (306-09/C)

Wanted: American Eagle 405

Running preferred, will consider basket case. (909) 585-6001. CA. (308-09/C)

'73 HONDA CB350 four cylinder. Complete mechanical restoration. All new parts. Runs and looks new. \$1,300. Call digital pager (404) 866-2897. Will return immediately. GA. (308-09/C)

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'69 350 MK3D restored, alloy wheels, '69 450 MK3D restored, alloy wheels, '74 750 GT restored, 4,000 miles, '73 750 Sport restored, original with fairing, '81 900SS NCR replica w/ aluminum swingarm, 1974 750SS replica, 1978 works NCR, restored original, 1976 works TT1 P1 original w/ spares. Miller Specialties (203) 669-1926. CT. (308-09/C)

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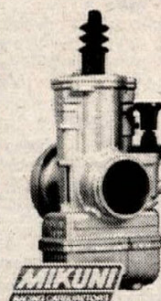
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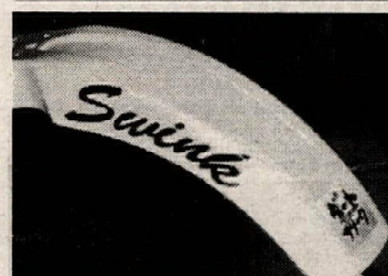
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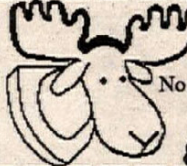
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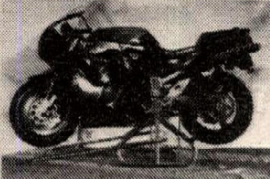
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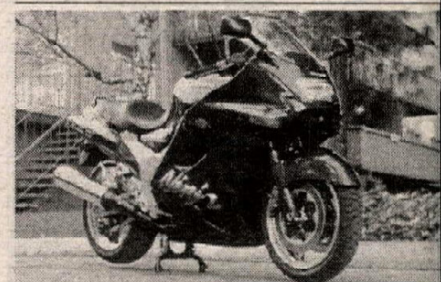
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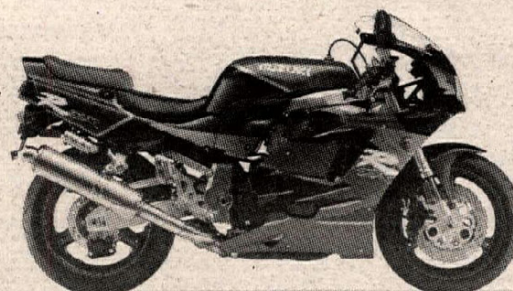
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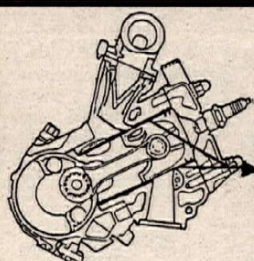
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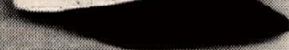
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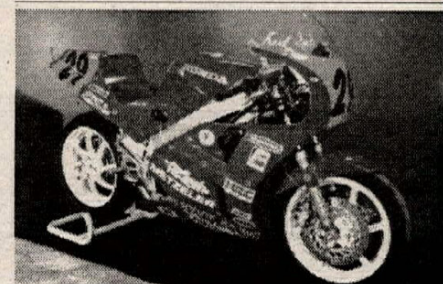
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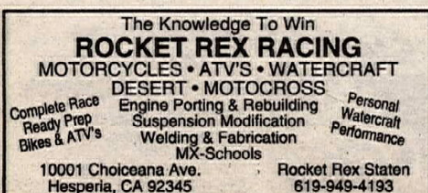


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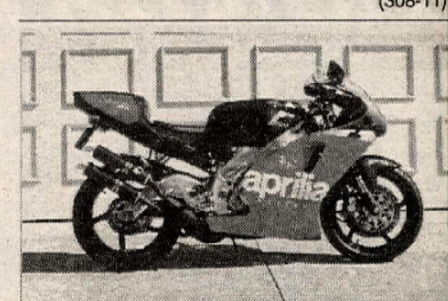
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ZX7 Kawasaki, 1993

Adult owned, green, stock, new tires, tuned, 10,000 touring miles, perfect, \$5,900. 1982 Honda 750F Supersport, silver, showroom, \$1,850/obo. (614) 488-8376. OH. (309-10)

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ZX7 Hop Up/Parts + CBR900

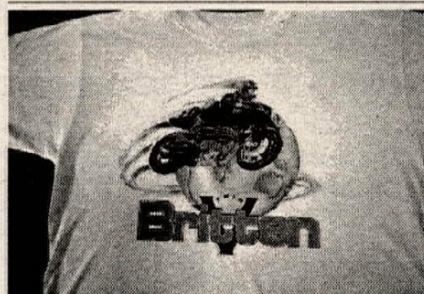
ZX7R cams \$200, pistons \$100, revbox \$200, sprockets \$60, calipers \$40. CBR900 revbox \$100, harness \$40, shortend subframe \$50, Two Bros canister \$50. (813) 581-4425. FL. (309)

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'90 ZX-7 FRONT WHEEL \$135, rotors \$85 each, gauges \$175, tank \$190, rear wheel \$175, sub frame, brakes, lights. Call Dave (914) 623-5446 NY. (309)

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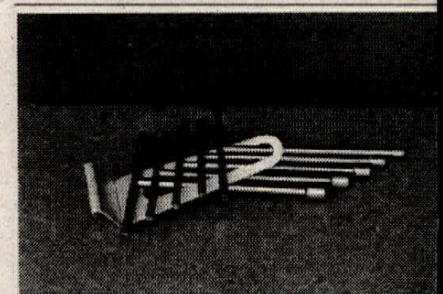
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FINAL MOTO

By Chris Jonnum



Playfulness ceases to have a serious purpose when it takes itself too seriously.

Tom Robbins
Even Cowgirls get the Blues

Why do you ride motorcycles? Why do you attend professional motorcycle races? Why do you read *Cycle News* and other motorcycle publications? Why do you religiously tune in to MotoWorld, MotoWorld 2 and any race coverage that happens to make its way onto the tube (when you can find it)?

Well if you're anything at all like me, when you do it for fun.

For as long as I can remember, riding and watching motorcycles were the two most fun things I could think of to do with my time. The sport of motorcycling was one of the most important things in my life, and it usually dominated a healthy chunk of my waking (and sometimes sleeping) thoughts. More often than not, I couldn't get enough.

Needless to say, getting a job at *Cycle News* was a dream come true. Not only would I be routinely traveling to the world's most important races and hobnobbing with the world's most talented riders, but I'd be getting paid to do so. I'd also be riding the absolute latest and thought-after models from all the manufacturers, and the more often I rode, the happier my bosses were. And when in the office, I'd be expected to write anything and everything I could think of about motorcycles. "At last," I thought, "Perhaps even I will get enough motorcycling to satisfy my motorcycling ones."

As they say, be careful what you wish for...

Believe it or not, it is possible to get too much of a good thing - even motorcycles. Over the past two and a half years, I

have gotten enough exposure to the sport to satisfy even the most die-hard fan. It is not at all uncommon for *Cycle News* employees to work seven days a week on stories about motorcycles, or to pull an all-nighter in a hotel room writing about a race. I'd be lying if I said I didn't experience periodic bouts of burn-out. True, several of my workmates have been at this for far longer than I; heck, Kit Palmer is now working on his 12th year with the company. I respect these guys for their ability to retain their fanaticism for motorcycles, but the fact is, I'm starting to reach my saturation point. Over the past several months, I have noticed that I'm not so eager to fly off to Minneapolis to cover a supercross, and even my anticipation for a day of testing isn't nearly as intense as it once was.

Does that mean I am now sick of motorcycles? Hardly. My enthusiasm has just begun to wane, and rather than continue until I do get burned out, I'm ready to concentrate on something else now. So I've decided to turn in my *Cycle News* badge and gun.

But don't worry, I won't be living on the streets, at least not for a while. I'm not so idealistic that I would step down from my job if I didn't have something else lined up already. Where am I moving? Across the hallway, to the offices of *Personal Watercraft Illustrated*, sister publication to *Cycle News*. Dave Kelley, an editor at that magazine, recently decided to become a free-lance journalist. I volunteered to fill the vacancy, and was able to talk my superiors into thinking it was a good idea.

In his *PWI* farewell column, Dave joked that I had "big eyes." I admit that the opportunity for career advancement did cross my mind when I volunteered for the position, but it was more an afterthought than anything else. I was honestly ready for a change of pace, and I expect that having a monthly deadline will give me a chance to be a little more

creative. What's more, I think I'll enjoy the different subject matter. But in the meantime, I've got a lot to learn.

While I've enjoyed personal watercraft in the past, I have not followed the sport with the same devotion I've given to motorcycling. Now that I've got a new challenge ahead of me, I'm excited about the prospect of learning all I can about my new field and doing my best to do a good job.

I'd like to say that I'll miss my old workmates - Paul Carruthers, Kit, Donn Maeda, Scott Rousseau and Mark Hoyer - but I'd be lying. No, we didn't have a big blow-out, it's just that I'll still get the opportunity to see these guys almost every day. Paul is also the senior editor for *PWI*, and the other guys' desks are so close that they can answer when I yell out, "How do you spell 'impeller'?" (Though they probably won't know how to spell it either).

Besides, they'll be busy doing their own thing. Donn, who has devoted most of his attention to dirt track in the past, will be helping out more with the motocross and supercross coverage. A veritable "Jack of all trades," Donn is no stranger to those arenas, and he'll also keep his foot in the door of the trials and road race scenes. Kit will continue to cover supercross, motocross and off-road; he has a long history with all three, and I doubt that there's a more qualified reporter on the beat. Scott will be stepping up to help Donn out with the dirt track coverage, and judging by the way he can quote trivia on the sport, I don't think he should have any trouble at all. Mark, on the other hand, has my complete sympathy. Don't get me wrong, he was the most overqualified copy editor in the world, but I don't know of anyone who could pull off the assignment he's been handed. You see, Mark will now be working as *Cycle News*' managing editor, which gives him the unenviable task of keeping these

guys organized. Good luck, Mark. What

about Paul? His job as "boss" will basically remain the same, only now he'll be yelling at me for different reasons than before.

As far as testing the new bikes goes, the *Cycle News* editors will share that "task."

Me? Well, for a while anyway, I'll have my hands full trying to become more familiar with personal watercraft. Instead of heading to a track at Glen Helen to test a bike, or a field in Unadilla to cover a race, I'll be testing watercraft at Lake Havasu and covering races in the Florida surf. I guess they're really not that different when you think about it. I'll still attend press introductions for the new models, and will continue to interview the top riders.

Despite the similarities, though, I have to admit that I'm a bit nervous. But the important thing is that I'm looking forward to the new job. And what's more, I actually think that the change in employment will boost my ebullience for the various forms of two-wheeled racing.

Even after I get the hang of things, *PWI* will have to remain my number-one priority, but I still plan to attend the bigger motorcycle races around California, and I'll probably help out the *Cycle News* guys by periodically covering a race (if they'll have me). And there's a good chance that this won't be Final Moto's final moto. When I get the urge to tell a story or get something off my chest, I'm fairly certain my former cohorts will give me the opportunity to pen another column (after all, it will mean one less for them to write).

So as you can see, my change in employment will not likely see me slowing down much. But what about when it's time to play? What will I do then? Well, among other things, probably ride my motorcycle. Or read *Cycle News*. CN

IN THE WIND

Continued from page 3

Leesburg in Leesburg, Florida, on March 4 from 10 a.m. to 12:00 p.m. Team Honda's Scott Summers is scheduled to appear.

POSTPONED: The Hilltoppers M.C.'s Soboba Gran Prix until 1996. For more information call 310/428-4971 or 714/898-4557.

AUTOGRAPH SIGNING: At the Cycle Shack in Stafford, Texas, on March 24 from 6:00 p.m. to 9:00 p.m. Team Noleen/Sizzler's Larry Ward, Larry Brooks and Kyle Lewis are scheduled to appear along with Team NCY/Primal Instinct's Pedro Gonzalez and Mike Metzger, Team DGY's Matt Maximoff and Jonathan Blain, Team

FMF's Corey Keeney and Team KTM's Jeff Dement. For more information call 713/530-9337.

AUTOGRAPH SIGNING: At Daytona Fun Machines in Daytona Beach, Florida, on March 8 from 10:00 a.m. to 12:00 p.m. Team Honda's Scott Summers is scheduled to appear.

AUTOGRAPH SIGNING: At Bloomington Powersports in Bloomington, Indiana, on March 17 from 6:00 p.m. to 9:00 p.m. Team 1/800-Collect/Honda's, two-time Supercross Champion Jeremy McGrath, Doug Henry and Steve Lamson are scheduled to appear. For more information call 812/339-0199. CN

LOOKING BACK...

25 YEARS AGO...
March 17, 1970

A photo of a sidehack duo chasing a motorcycle rider at the Elsinore Grand Prix graced the cover... Skip Van Leeuwen became a five-time winner of the 100-lap Ascot TT... Ralph Branson gave us a look at reigning Grand National Champion Mert Lawwill... A story on page 23 announced that four-time World Speedway Champion Barry Briggs would be bringing several international speedway stars over for a series of Inter-Am events in California... Dragbike racer Joe Smith collected \$1000 for winning the first



annual Fuel & Gas Motorcycle Nationals at Irwindale Raceway... American Eagle took out a full-page ad showing off some of their products including motorcycles, snowmobiles and sport buggies as well as a directory of some 200 distributors nationwide.

15 YEARS AGO...
March 12, 1980

Chuck Sun won his first AMA supercross, the Coca Cola Superbowl of Motocross South, in Atlanta Stadium... Dick Burleson topped the Stone Mountain National Enduro... Our Daytona 200 preview was a whopping six pages



and featured rider picks and profiles of the machinery to be ridden in the prestigious event... There was also an interview with 1979 Daytona 200 winner Dale Singleton. The likable "pig farmer" later lost his life in a tragic plane crash... Team Suzuki's Marty Smith was also interviewed... Dale Brown authored a riding impression of the Yamaha XS850G... Eddie Lawson rode the Moriwaki Kawasaki the AFM Open GP class at Ontario Motor Speedway... A TT500 KR Replica short tracker was on the block in the Classified section. The seller? Rob Muzzy.

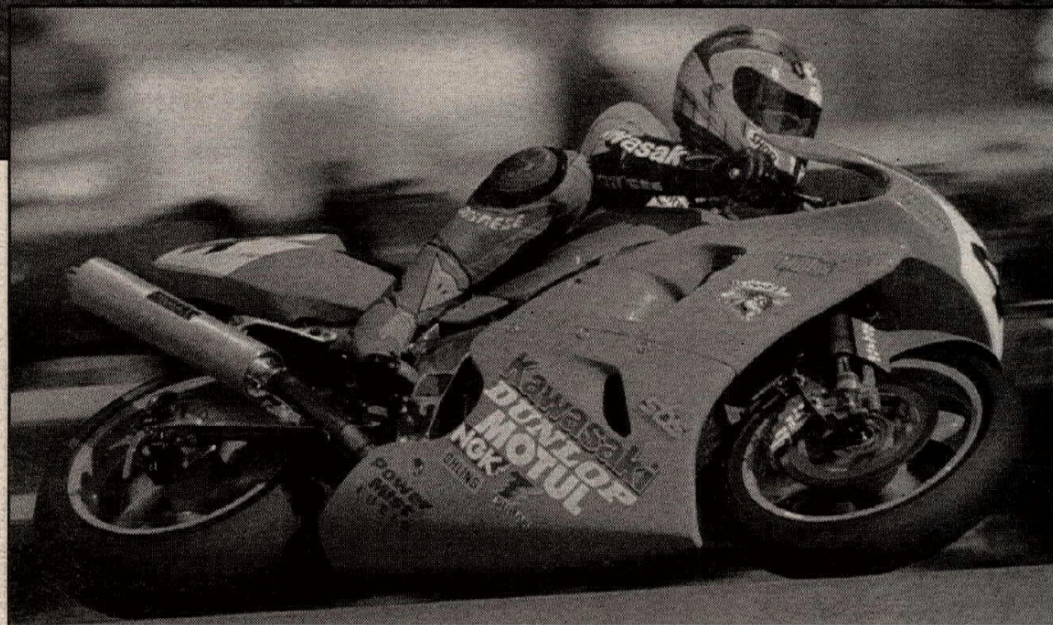


5 YEARS AGO...
March 7, 1990

Fabled engine tuner Tom Sifton and billionaire publishing magnate Malcolm Forbes were eulogized in the "In The Wind section"... Team Kawasaki's Jeff Ward scored the win in a fiercely contested Atlanta Supercross... Our preview section for the 49th running of the Daytona 200 featured the usual picks and profiles as well as an interview of AMA National Superbike Champion Jamie James, a technical look at Randy Renfrow's Honda RS750-powered Commonwealth Pro Twins racer and the Vance & Hines OW01 Superbike, and a behind-the-scenes look at Daytona corner workers... Wayne Gardner was among the top 500cc Grand Prix riders testing at Laguna Seca... *Cycle News* tested the 1990 Honda CR125. CN

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